PUBLISHED MONTHLY—PRICE, ANNAS 8.
THE INDIAN RAILWAY
TRAVELLERS' GUIDE,
THE BEST AND MOST COMPLETE GUIDE IN INDIA.
Time and Fare Tables of all Indian Railways, Steam Boats and Daks, Places of Interest—Inland and along the Coast—Postal and Telegraphic Information, &c. &c. with a
COLOURED MAP OF INDIA.
The "Bombay Gazette" Press, Fort, Bombay.

PUBLISHED THRICE DAILY.

THE
Bombay Gazette

NESTLE'S CONDENSED MILK,
RICHEST IN CREAM
UNTOUCHED BY HAND.

No. 54,832.—NEW SERIES.] BOMBAY:—TUESDAY, SEPTEMBER 21, 1909. [PRICE: ONE ANNA.

SHIPPING.

PENINSULAR AND ORIENTAL S. N. COMPANY.

LIST OF DEPARTURES FROM BOMBAY FOR MARSEILLES & LONDON
WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

Date of Sailing, 8-30 P. M.	Steamer.	Tons.	Connecting at Aden with	Tons
23th Sept.	PERSIA	7951	.....	...
2nd Oct.	SALSETTE	6000	MOREA	10890
9th "	EGYPT	7912	.....	...
16th "	SALSETTE	6000	MOOLTAN	9621
23rd "	ARABIA	7903	.....	...
30th "	MANTUA	11000	.....	...
6th Nov.	OCEANA	6610	.....	...
13th "	SALSETTE	6000	CHINA	...
20th "	MALWA	10 883	.....	...
27th "	SALSETTE	6000	MACEDONIA	10,512
4th Dec.	PERSIA	7951	.....	...
11th "	SALSETTE	6000	MOLDAVIA	9510
18th "	EGYPT	7912	.....	...

* This Steamer will proceed via Malta to PLYMOUTH and LONDON. Passengers for MARSEILLES transhipt at Port Said to the S. S. "INDIA."

The above Steamers convey Passengers to Marseilles, Plymouth and London.

Passengers for Brindisi transhipt to a connecting Steamer at Port Said.

HEAVY BAGGAGE must be sent to the CARNAC BUNDER on FRIDAY AFTERNOON, the day previous to sailing and CABIN BAGGAGE before 9 a. m., on SATURDAY. The attention of Passengers is called to the importance of having their Baggage labelled with port of destination.

Tenders leave the CARNAC BUNDER on day of sailing. All Passengers must attend at that place between 1 and 1-30 o'clock p. m. for Medical inspection by the Health Officer of the Port, and no one will be allowed on board the Mail Steamer unless so examined and conveyed thence in the Company's Tenders. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of Passengers cannot go on board the Mail Steamer.

HOMEWARD PASSENGER SEASON, 1910.

Date of Sailing.	Steamer.	Tons.	Connecting at Aden with	Tons.
19th Feby.	MANTUA	11000	.....	...
26th "	CALEDONIA	7558	.....	...
5th March.	SALSETTE	6000	CHINA	7912
12th "	PERSIA	7951	.....	...
19th "	SALSETTE	6000	MALWA	11000
* 23rd "	ARCADIA	7000	.....	...
26th "	EGYPT	7912	.....	...
2nd April.	MACEDONIA	10512	.....	...
9th "	ARABIA	7903	.....	...
16th "	SALSETTE	6000	MONGOLIA	9305
23rd "	MANTUA	11000	.....	...
30th "	SALSETTE	6000	MARMORA	10509
7th May.	CALEDONIA	7558	.....	...
14th "	SALSETTE	6000	MOREA	11000
21st "	PERSIA	7951	.....	...

* INTERMEDIATE PASSENGER STEAMER At Special Rates.

The S.S. "ARCADIA," 7,000 tons, will leave BOMBAY at 2 P.M., on WEDNESDAY, 23rd MARCH 1910, direct for MARSEILLES, PLYMOUTH and LONDON, conveying Passengers in ONE CLASS only at SPECIAL FARES.

	SINGLE	RETURN
To Marseilles	Rs. 495 or Rs. 594	Rs. 743 or Rs. 891
London by sea	Rs. 528 ,, Rs. 627	Rs. 792 ,, Rs. 940

These rates include the Surtax.

TO COLOMBO, STRAITS, CHINA AND AUSTRALIA.

The Company's Steamers leave Bombay fortnightly usually on TUESDAY, taking Passengers for the Straits, China and Japan, and Return Tickets are issued on favourable terms.

For accommodation and further information apply to
W. C. SYMES,
Superintendent, P. & O. S. N. Co.

THE ELLERMAN LINES OF STEAMERS.

(CITY AND HALL LINES)

APPROXIMATE SAILINGS FROM BOMBAY AND KARACHI FOR MARSEILLES, LIVERPOOL, &c.

Steamers.	Tons.	Leave Bombay, 1909.	Leave Karachi 1909.
C City of Calcutta	7512	...	Sep. 28
C City of Athens	5394	Nov. 2	Nov. 16
A Trafford Hall	5321	,, 19	Dec. 3
C City of York	7705	,, 22	,, 8
C City of Glasgow	6457	Dec. 3	,, 18
A City of Agra	4908	,, 18	,, 30
B City of Madras	4684	Jan. 9,1910	...
C City of Manchester	5554	,, 14	Jan. 29 1910

A. First class passenger steamer carrying both Surgeon and Stewardess.

B. Steamer carrying neither Surgeon nor Stewardess accommodation for 2-12 passengers.

C. Steamer with both 1st and 2nd class accommodation and carrying both Surgeon and Stewardess.

REVISED PASSAGE RATES.

From Bombay or Karachi	1st Class, Surgeon and Stewardess.		2nd Class, only when steamer has 1st Class accommodation.		All steamers without Surgeon or Stewardess.	
	Single Rs.	Return Rs.	Single Rs.	Return Rs.	Single Rs.	Return Rs.
To Suez	413	627	319	462	347	517
,, Port said	446	677	332	512	380	572
,, Marseilles, Genoa or Naples	574	935	429	649	495	770
,, Liverpool	675	960	462	709	557	792
,, London overland via Genoa or Marseilles returning via Marseilles or Naples	653	*1135	489	*809	570	*920

*Return Journey from Liverpool, by Sea, Rs. 1,038 Rs. 737, and Rs. 845, respectively.

The above rates include passage by B.I.S.N. Co.'s steamer between Bombay and Karachi.

Reduction to Families, Tea Planters, Railway Servants, Missionaries, Nuns, Sisters of Mercy, Hospital Nurses, and Theatrical Coys.

THE CITY LINE has lately been strengthened by the addition of several new and fast steamers having the latest requisites for the comfort and welfare of passengers.

ELECTRIC FANS FREE.

HOMEWARD PASSENGER SEASON, 1910.

BOMBAY AND KARACHI TO MARSEILLES AND LIVERPOOL VIA PORT SAID.

Steamers.	Tons.	Leave Bombay.	Leave Karachi.
C. City of Athens	5600	...	18th February
A. Trafford Hall	5321	2nd March	...
C. City of York	7705	22nd March	*19th March
A. City of Vienna	4672	6th April	...
C. City of Glasgow	6477	...	15th April
C. City of Calcutta	7512	25th April	22nd April
C. City of Manchester	5554	...	7th May
A. Trafford Hall	5321	24th May	...
C. City of Karachi	5557	...	31st May
C. City of Benares	6738	...	15th June

*Sailing from Karachi and calling at Bombay for passengers only.

No Extra Charge Express Service or 2 Berthed Cabin (From 18th February to 15th June 1910.)

For Passage and further Particulars apply to the

...bay.—Messrs. Ed. Bates & Son's Agency.
(,, Killick, Nixon & Co., Agents).
...HL— ,, Forbes Forbes, Campbell & Co., Ltd.

...KEY.—"Through Asiatic Turkey." ...onbay to the Bosphorus Two Volumes. By Grattan ...s. 14, Apply Box No. 4, 9, care of "Bombay Gazette"

SHIPPING.

BRITISH INDIA STEAM NAVIGATION COMPANY, LD.

INTEND TO DESPATCH STEAMERS AS FOLLOWS:—

FOR KARACHI.

Weekly from Victoria Dock No. 14 Shed.

Steamers, Tons, Sailing Date, Time. Route via.
KOLA ..... 1,205 ...Thur. 23rd Sept. 9 a m. ..... O Mandvi
LHASA ..... 2,171 ...Fri. 24th Sept. 6a. m. ..... Direct †
LINGA ..... 2,171 ...Mon. 27th Sept. 11 a. m. ..... P.D. & O.M.*
GOALPARA 2,147 ...Mon. 27th Sept. 4 p. m. ..... V.M. & D.**

† Or later on arrival of the English mail steamer.
* Porebunder, Dwarka and O. Mandvie,
** Veraval, Mangrole and Dwarka,

FOR O. MANDVIE, KARACHI AND BUSREH (Weekly).

S. S. "KOLA," 1,205 tons, on Thursday, 23rd Sept. calling (for Mails and Passengers) at Muscat, Bushire, Mahomera, also taking Passengers and cargo on through bookings to Ahwaz and Bagdad.

FOR COAST PORTS AND CALCUTTA.

S. S. "LALPOORA," 3,269 tons, sailing on or about 25th Septs.

FOR KARACHI AND PERSIAN GULF (Weekly).

S. S. "GOALPARA," 2,147 tons, on Monday, 27th Sept. calling at Karachi, Pasni, Muscat, Jask, Bunder Abbas, Linga, Bahrein, Bushire, Mahomera and Busreh.

FOR RANGOON OR CALCUTTA (Direct).

Frequent sailings, for particulars of which, also as to onward connections to ports in Arracan, Burma, Straits Settlements, Mauritius Australia, and New Zealand.

Apply to
MACKINNON, MACKENZIE & CO.,
Agents, BOMBAY.

20th September, 1909.

COMPAGNIE DES MESSAGERIES MARITIMES,

FRENCH MAIL STEAMERS.

TO MARSEILLES.

Vessels.	Tons.	Captains.	To Sail on THURSDAY
NERA	5,538	Combin	30th Sept, 1909
DUMBEA	5,685	Rebufat	28th Oct. ,,
SALAZIE	4,147	Marsen	25th Nov. ,,
VILLE de la CIOTAT	6,378	Barillon	23rd Dec. ,,
AUSTRALIEN	6,365	Riquier	20th Jan. 1910
NERA	5,538	Combin	17th Feb, ,,

INTERCHANGEABLE TICKETS.

RETURN TICKETS can be made available for one way by the Messageries Maritimes, and the Return Voyage by the Austrian Lloyd's or the Navigations General Italiana's at Reduced Fares.

TO AUSTRALIA DIRECT AND THE FAR EAST, TRANSHIPPING AT COLOMBO.

Vessels.	Tons.	Captains.	To Sail on or about.
VILLE de la CIOTAT	6,378	Barillon	9th Oct. 1909,
AUSTRALIEN	6,365	Riquier	5th Nov. ,,

For further particulars apply to—
J. de COURTOIS,
Albert Building, Hornby Road. Act. Agent.

HOMEWARD PASSAGES.

GRINDLAY GROOM & CO.

PASSAGES Booked without charge.
BERTHS Carefully Selected.
HANDBOOK Giving details of Fares, Sailings, &c., gratis.
BAGGAGE Shipped and Insured.
PASSENGERS Met on arrival.
CALCUTTA: GRINDLAY & Co.
LONDON: GRINDLAY & Co.

AUSTRIAN LLOYD'S S. N. Co.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

DIRECT LINE TO TRIESTE.

Steamer.	Tons.	Captain	To sail on
KORRBER	5,423	A. Foresti	1st Oct. 1909
AFRICA	4,719	.....	1st Nov. 1909
BOHEMIA	4,281	G. Gillhuber	16th ,, 1909
KORRBER	5,423	A. Foresti	1st Dec. 1909
BREGENZ	4,000	A. de Petris	16th ,, 1909

THROUGH TICKETS TO LONDON.

1st and 2nd Class Single and Return Tickets are issued via Trieste, the St. Gothards and other Routes.

INTERCHANGEABLE RETURN TICKETS are issued to return either by Messageries Maritimes from Marseilles, or Navigazione Generale Italiana from Genoa or Naples to Bombay, or by North German Lloyd from Genoa to Colombo, or vice versa.

STEAMER TO JAPAN via COLOMBO, PENANG, SINGAPORE, HONGKNOG, SHANGHAI, YOKOHAMA AND KOBE.

Steamer	Captain	Tons	To sail about
CHINA	G. Bergugian	6,003	24th Sept. 1909,

PASSENGER SEASON 1910.

ACCELERATED LINE TO TRIESTE.

SINGLE CLASS ACCOMMODATION ONLY.

Steamers.	Tons.	Captain.	To sail on.
KORRBER	5423	A. Foresti	1st February.
BREGENZ	4000	A. de Petries	16th ,,
AFRICA	4720	.....	1st March
BOHEMIA	4293	G. Gillhuber	16th ,,
KORRBER	5423	A. Foresti	1st April
BREGENZ	4000	A. de Petris	16th ,,
AFRICA	4790	.....	1st May
BOHEMIA	4293	G. Gillhuber	16th ,,
KORRBER	5423	A. Foresti	1st June

ORDINARY LINE via KARACHI.

Steamers.	Tons.	Captain.	To sail about.
E. F. FERDINAND	6016	E. Nitsche	29th January
PERSIA	3695	P. Giurgevich	26th February
VORWAERTS	6000	B. Belnara	29th March
NIPPON	6350	E. Tarabocchia	28th April
AUSTRIA	7588	B. Cobol	29th May

SPECIAL REDUCED FARES.

ACCELERATED LINE.

Single Class to Trieste or Venice ..... Rs. 385 to 500 *
Single Class to Trieste or Venice and back ..... ,, 577-8 ,, 750 *
Single Class to London ..... ,, 480 ,, 635 *
Single Class to London and back ..... ,, 767-8 ,, 1020 *

* Fares according to position of cabin and class of Railway.

ORDINARY LINE.

Single Class to Trieste or Venice ..... Rs. 450
Single Class to Trieste or Venice and back ..... ,, 675
Single Class to London ..... ,, 545 to 585 *
Single Class to London and back ..... ,, 865 to 945 *

* Fares according to class of Railway.

RETURN TICKETS available for TWO YEARS.

ELECTRIC FANS AND LIGHTS are fitted in all the cabins free of charge.

For further information regarding passages apply to
W. DENSO,
Agent, Austrian Lloyd S. N. Co., Bombay.

SHIPPING.

DEUTSCHE OST AFRIKA LINIE.
(GERMAN EAST AFRICA LINE.)

Regular Fortnightly service from BOMBAY to DURBAN via ZANZIBAR.

THE following Steamers will SAIL:—

Steamers	Tons.	Capt.	To Sail about
* GOUVERNEUR	3,400	Burmuster	30th Sept.
◦ KAISER	2,800	von Holdt	14th Oct.
† SOMALI	2,600	Greive	28th Oct.
◦ PRAESIDENT	3,400	Muhlbaner	11th Nov.

Taking passengers and cargo for LAMOO, MOMBASA, ZANZIBAR, GERMAN and PORTUGUESE COAST PORTS and DURBAN.

* Will carry also cargo and passengers for Cape Ports,
† Will call at Seychelles.

For Rates and Particulars apply to—
A. STRANDES,
Agent.
24, Medow Street, Bombay, 17th September, 1909.

COUTTS & CO.,

ARMY SHIPPING AND PASSENGER AGENTS,

Post Box 249, HORNBY ROW, BOMBAY.

TROOPING SEASON, 1909-10.

BAGGAGE received and shipped.

PASSENGERS on Transports met and every assistance rendered.

SURPLUS heavy baggage shipped cheaply as cargo or warehoused.

SOUTHAMPTON AGENTS:
PICKFORDS LD., Military Baggage Agents.
DAWSON BROS., Lloyds Agents.

BANKS.

NATIONAL BANK OF INDIA, LD,

SUBSCRIBED CAPITAL... £1,600,000
PAID UP CAPITAL..... £ 800,000
RESERVE FUND..... £ 750,000

HEAD OFFICE:
7 BISHOPSGATE STREET, WITHIN LONDON

BRANCHES:

Calcutta,	Delhi,	Newera-Eliya,
Bombay,	Tuticorin,	Aden (Camp.)
Madras,	Chittagong,	Aden, (Steamer Point,)
Karachi,	Rangoon,	Zanzibar,
Cawapore	Mandalay,	Mombasa
Lahore	Colombo,	Nairobi,
Amritsar,	Kandy,	Entebbe.

FIXED DEPOSITS.—The Bank receives DEPOSITS FIXED for one year and shorter periods, at Rates of Interest to be ascertained on application.

CURRENT DEPOSIT ACCOUNTS are opened for approved Customers, and interest is allowed at 2 per cent. per annum on daily balances from Rs. 1,000 up to Rs. 1,00,000, but no interest is allowed when the sum accrued does not account to Re. 1 half-yearly.

BILLS OF EXCHANGE, payable in the principal Cities of Europe, India, China, Africa, and Australia purchased or collected.

DRAFTS are granted on the Head Office and Branches of the Bank and on the principal Cities of Europe, Africa, America, and Australia. Remittances may be made by telegram.

The Bank undertakes the purchase and sale of Government Securities, Stocks, and Shares, and receive, same for safe custody, realising Interest and Dividends when due.

LOANS and CASH CREDITS granted on approved Securities.

J. BLACK,
BOMBAY Ag. Manager.

THE BANK OF BURMA, LD.

Subscribed Capital..... Rs. 20,00,000
Paid up Capital ..... ,, 17,55,000
Reserve Fund..... ,, 1,80,000

LONDON BANKERS—PARR'S BANK, Ld., and WILLIAM DEACON & Co., Ld.

Agents and Correspondents throughout India,

HEAD OFFICE—RANGOON.

BRANCHES:—CALCUTTA, MADRAS and BOMBAY.

CURRENT ACCOUNTS may be opened with Rs. 150 and upwards and interest at 2½ per cent. per annum will be allowed upon daily balances upto Rs. 10,000 provided a minimum daily balance of Rs. 100 be maintained.

FIXED DEPOSITS are received as follows:—For 1 year at 6 per cent. For 6 and 9 months at 5 per cent. per annum. Special rates for Shorter periods.

SAVINGS BANK DEPOSIT FUND.—Sums as small as Rs. 10 are received in this account and interest allowed thereon at 5 per cent. per annum subject to the Rules of the Fund which may be obtained on application. Cheques on any Town in India, and Currency Notes of any circle received free of Charge in Fixed and Savings Bank Deposit Accounts.

Purchase and Sale of Stock effected and every description of banking business transacted,

F. D. STRANACK,
Manager,
Standard Buildings, Bombay, Sept. 1908.

THE BOMBAY MERCHANTS' BANK, LIMITED.

RAJAH BAHADUR MOTILAL'S MANSIONS, FORT, BOMBAY.

BRANCH OFFICE will be OPENED at MOMBADAVIE.

CAPITAL Rs. 1,00,00,000

CURRENT DEPOSIT ACCOUNTS.

CURRENT ACCOUNTS will be opened from the 1st of September, 1909, and interest is allowed on daily balances from Rs. 500 to Rs. 1,00,000 at the rate of 3 per cent. per annum and on sums over Rs. 1,00,000 by special arrangement. No interest which does not amount to Rs. 5 per half year will be allowed.

FIXED DEPOSITS.

Amount for 12 months are received at 5 per cent. and for other periods on terms which may be ascertained on application.

LOANS, OVERDRAFTS AND CASH CREDITS.

The Bank grants accommodation on terms to be arranged against approved security.

The Bank undertakes on behalf of its constituents, the safe custody of Shares and Securities and the collection of dividends and interest thereon; it also undertakes the sale and purchase of Government paper and all descriptions of Stocks at moderate charges, particulars of which may be had on application.

JAINARAYAN HINDUMAL DANI,
Managing Director.

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Exclusive Novelties, Artistic and Distinctive in Design.

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JEWELLERY
WATCHES
CLOCKS
SILVER PLATE
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English Chiming Clocks, and Reproductions from Old Styles, Chippendale, Sheraton, Etc.

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DINING and DRAWING ROOM CLOCKS, Etc.

EVERYTHING NEW AND UP-TO-DATE.

In Necklets, Pendants, Brooches, Bracelets, Scarf Pins, Lace Brooches in Pearl and Enamel or Fancy Stones.

Large Stock of UNSET STONES FOR MATCHING.

WE DO YOUR REPAIRS ON THE SPOT.

MARCKS & CO., LTD.,
BOMBAY & POONA.

GARLICK & Co.,

ON GOVERNMENT LIST
ENGINEERS, IRON AND BRASS FOUNDERS.

LARGE STOCKS OF
FIBRO ASBESTOS SHEETS AND SLATES.
CAST AND WROT IRON PIPES,
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SHANKS' BATHS, CLOSETS, SINKS, &c.,
PAINTS, X. P. M., STEEL and MANILLA ROPE,
STEEL BARS, ANGLES, PLATES,
FLOORING TILES,
PIG IRON and LEAD,

JACOB'S CIRCLE, BOMBAY.

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ENGINEERS, BOILER MAKERS, IRON AND BRASS FOUNDERS
SHIP AND MILLWRIGHTS.

CONTRACTORS for the SUPPLY of Machinery and Erection of Buildings for Cotton, Flour, Sugar, Oil Mills, Distilleries, etc.

Manufacturers of all kinds of Cast and Wrought Iron Work of the heaviest description Cotton Presses, Half Presses and Finishers for Half-Pressed Bales, Hydraulic Machinery, Mill and Rope Gearing Wheels made by Machinery up to 4 feet diameter, Ornamental Castings, Sanitary and Water Carts, Tanks, etc.

To enable us to meet all Engineering and Trade Requirements, we have added to our Works some of the largest and heaviest Tools in India, including Special Testing Plant, and greatly extended our foundry.

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THE BRITISH ANTI-FOULING COMPOSITION AND PAINT CO., LTD.
(VON HOVELINGS PROCESS.)
PAINTS
As supplied to the Principal Navies of the World.
Messrs. THE ATLAS METAL and ALLOYS CO., LTD., Genuine Atlas Metal of W. E. Watson's Brand.
Messrs. SAMUELSON and Co., Ltd.
Patent Power Hammers and Roots, "Acme" Blowers and Exhausters.

For Sale.—Boilers, Engines, Contractors' Pumps, Boiler Fittings, Pipes, Cock etc., Also Steel Bars, Plates, and Angle Irons of the largest sections, Diamonds Silver, and other Steel and Engineers' Requisites of all descriptions kept in Stock.

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BRANCH FACTORY—CARNAC IRON WORKS,
OPPOSITE VICTORIA DOCKS.

J. W. HEPWORTH, SECRETARY AND MANAGER.
D. LONGWORTH, ASSISTANT SECRETARY AND MANAGER.
ON GOVERNMENT LIST.

MALARIA, INFLUENZA, AND MILD FORMS OF PLAGUE,
Use BATLIWALLA'S AGUE MIXTURE or PILLS. Re. 1

BATLIWALLA'S CHOLERAL
Is the only remedy for CHOLERA. Re. 1.

BATLIWALLA'S HARETONE
Has been recently improved a great deal and restores Grey Hair to its Natural Colour. Rs. 3.

BATLIWALLA'S TONIC PILLS
Cure Nervous Exhaustion and Constitutional Weakness. Re. 1-8,

BATLIWALLA'S TOOTH POWDER
Is scientifically made of Native and English Drugs, such as Mayaphal and Carbolic Acid B.P. As. 4

BATLIWALLA'S RINGWORM OINTMENT
Cures in a day. As 4 per pot.

SOLD EVERYWHERE and ALSO BY
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WARLI LABORATORY, DADAR, BOMBAY.

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ALL KINDS
Are supplied at very moderate rates
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Life Assurance Company, Limited.

Head Office: BOMBAY.
Last year's business—Rs. 60,00,000.
INTENDING ASSURERS ARE INVITED TO COMPARE THE
RATES AND CONDITIONS
OF THE
Empire of India Life Office
WITH THOSE OF
ANY OTHER COMPANY.

Before entering into a Contract for Life Assurance examine the
ANNUAL REPORT AND BALANCE SHEET
To satisfy yourself of the position of the Company.

THE PREMIUMS
are so moderate that, at the usual ages for assurance, Rs. 1,200 or Rs. 1,250 may be secured from the first for a yearly payment which would generally elsewhere assure Rs. 1,000 only—the difference of Rs. 200 or Rs. 250 being equivalent to an immediate and certain Bonus of 20 or 25 per cent.

Prospectus, Proposal forms and full particulars may be obtained from
E. F. ALLUM, *General Manager.*

MONGINI BROTHERS

Have just Received a Consignment of the Famous
SAN PELLEGRINO NATURAL MINERAL WATER.

San Pellegrino Water is an organically pure table water, pleasantly fresh to the palate.
It is most efficacious in the cure of uric acid, gout, gravel and catarrh of the digestive tracts.

50,00,000 bottles were exported in 1908.

Now obtainable at
MONGINI BROTHERS.

Case of 50 large bottles	...	...	...	Rs. 31-12
1 Dozen bottles	...	...	...	Rs. 8-8

25-27-29, Church Gate Street, BOMBAY.

Standard Oil Company of New York,

MARSHALL'S BUILDING,
BALLARD ROAD, BOMBAY.

Largest Importers of and Dealers in:—

Kerosine and Lubricating Oils.
Pratt's Motor Spirit.
Pratt's Genuine Spirit of Turpentine.
Grease.
Paraffine Wax, &c., &c.

Kerosine Oil Brands:—

Snowflake 150° in cases.
Chester 125° ,, ,,
Monkey 125° ,, ,,
Elephant in tins and bulk.

PUBLIC NOTIFICATIONS.

NOTICE TO ADVERTISERS.

The insertion of Advertisements in the "Bombay Gazette" is not guaranteed unless they are delivered at the Office by 6 p.m. on the day preceding that on which they are to appear.

FOR SALE.

I. PRINTING MACHINE.

Size Quad Crown, Double Motion, Tumbler pattern, Improved Main's Patent, by Messrs. Harrild and Sons, in good working order.

1 PRINTING MACHINE, Size Quad Demy, Double Motion, Tumbler pattern, Improved Main's Patent, by Messrs. Harrild and Sons, in good working order.

These machines may be inspected at the Electric Printing Works of the "Bombay Gazette," Ltd., No. 2 Green Street, Fort, Bombay.

CONDITIONS OF SALE.—1. Half the amount must be deposited immediately the purchase is decided, and the balance before removal.

2. Removal of the machine by the purchaser must be effected at his own cost within two days after purchase is decided.

CONSIGNEES of CARGO per Austrian Lloyd's s. s. "KOERBER," from TRIESTE and INTERMEDIATE PORTS, are hereby informed of the Vessel's arrival and REQUESTED TO TAKE IMMEDIATE DELIVERY of their GOODS landed at the VICTORIA DOCK, No. 7 Berth.

The Company's Surveyor, Captain METCALFE, will attend every morning to survey damages and all claims in this respect must be adjusted within seven days from date of discharge of the respective cargo, otherwise they will not be entertained.

No Surveys can be allowed after the seven days, or on Goods removed from the Landing Shed.

APPLICATIONS for Survey must reach the Undersigned in time, so that the SURVEY can take place at latest on the morning of the Seventh Day.

W. DENSO,
Agent, Austrian Lloyd's S. N. Co.

THE COLABA LAND AND MILL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a DIVIDEND for the half year ended 30th June, 1909, at the rate of Rupees Fifty (Rs. 50) per share, will be paid on production of Share Certificates, on and after TUESDAY, the 21st day of September, 1909, at the Registered Office of the Company, 42/48 Church Gate Street, Fort, between the hours of 12-30 and 3-30 p.m., to Shareholders whose names stand on the Register on the 7th September, 1909.

By Order of the Board,
BRADBURY BRADY & CO.,
Agents and Managers.
Bombay, 15th September, 1909.

MR. J. CRAWFORD, M.R.C.V.S., having DISSOLVED PARTNERSHIP with Messrs. R. SCOTT & Co., begs to inform his constituents that he has started practice on his own account at No. 5—12, Queen's Road, Bombay and Bellasis Road, Byculla.

Letters—5, Queen's Road, Bombay.
Telegrams—"Charger" Bombay.
Telephone—1090.

NOTICE.

THE AUCTION SALES of 2,400 Tons of MYSORE SANDALWOOD, 1909, will be held as follows:—

Shimoga District—13th to 28th November. Kadur—30th November to 2nd December. Hassan—6th December. Bangalore—9th December, and Mysore—13th to 13th December.

2.* Particulars of lots and quantities of each kind, will be published in October, 1909, in the "Mysore Gazette."

M. MUTTLANNAH,
Conservator of Forests in Mysore.

ROLLED STEEL BEAMS

BRITISH & CONTINENTAL MANUFACTURE.

5,000 TONS { STEEL BEAMS, STEEL ANGLES, STEEL TEES, CAST-IRON PIPES

KEPT IN STOCK IN BOMBAY.

Prices quoted on receipt of specification for Delivery at any Railway Station or Sea Port in India.

GEO. SERVICE & CO.,
King's Building, Hornby Road, BOMBAY.

GENERAL FAMILY PENSION FUND.

ESTABLISHED 1870.

ACCUMULATED FUNDS, FIFTY-TWO LAKHS

THE objects presented to all Europeans and Anglo-Indians by this Fund are much more suited to the wants of a husband and father than those presented by Insurance Companies securing capital sums payable at death.

12, Dalhousie Square, East Calcutta.

THE HOME FOR THE AGED.

HUGHES TOWN ROAD,
(Near the Station),
SECUNDERABAD.

THIS INSTITUTION receives the Aged and Infirm Poor of both sexes, Irrespective of Class, Caste, or Creed.

The Sisters Feed, Nurse, and Clothe their Poor, and attend to all their wants.

☞ *The Home is supported entirely by Voluntary Contributions.*

NOTICE.

THE RETAIL PRICE OF "THE BOMBAY GAZETTE," in Poona, Kirkee, &c., is 2 annas per copy.

The rates for Subscribers are unaltered, viz., Rs. 37-8 per annum or Rs. 30 per cash in advance, including delivery.

"SPECIAL SHORT" ADVERTISEMENTS.

Only Advertisement for Clerks, Servants, &c., Goods for Sale or Wanted are accepted in this Column.

RATES.—(Cash only). First insertion:—12 annas first 24 words. 4 annas per extra line.

Subsequent insertions:—2 annas per line.

REPLIES will be sent "BEARING" unless amount to cover Postage is previously paid.

ADVANCE of Rs. 15,000 REQUIRED on mortgage of stock of a good paying business in Bombay. Prepared to pay 3 per cent. interest per annum. Amount repayable within a reasonably period. For further particulars write to "TOBACCONIST," care of this Paper.

BACHELORS.—WANTED two Bachelors to share a large room, with adjacent Bathroom, Rs. 80 each, including Board. Position very central, near Taj Mahal Room lofty, cool and airy. Every comfort. Apply early to "Housekeeper," care of "The Bombay Gazette."

BURMA AFTER THE CONQUEST. By Grattan Geary. Rs. 5. Apply "Bombay Gazette" Office.

DRAPER.—Seeks employment as Senior Assistant or Manager in well established European firm. Several years' experience at Home and this country. Good traveller—European, young, active and sober—Willing to accept reasonable salary with commission. Replies to "Draper" care of the "Bombay Gazette" Ltd.

DO YOU WANT A FLAT, BUNGALOW OR OFFICE? We can suit you at once. Ours is a reliable European Agency.—LUARD BARRINGTON and Co., 109, Hornby Road, Bombay.

ELECTRICAL PRINTING.—The "Bombay Gazette" Office is located at No. 2 GREEN STREET (behind the Bank of Bombay), where a complete Electric Installation supplies the Motive Power for the working of the Machinery, thus economising labour and facilitating work. The Management is therefore able to offer Constituents expedition and economy in rates. Quotations given for all sorts of Printing Work, Binding, Stationery, etc.

EMPLOYMENT WANTED by Supervisor with experience in P. W. D. and Railways. Apply to W. G., care of this Office.

ENGLISH—PARSI and other Ladies unable to converse freely and correctly in English are invited to correspond with "English Lady Teacher," willing to give lessons on very reasonable terms.

EUROPEAN.—With Experience with animals desires EMPLOYMENT in a Native State in any capacity; can control natives and understands farming. Willing to accept reasonable salary with free quarters. Respond to "FARMER," care of the "Bombay Gazette."

EXCHANGE TABLES.—NEW EDITION revised and enlarged. Sterling into Rupees and Rupees into Sterling. Advancing by Rupee from 1s. 3d. to 1s. 4d. Also includes Tables of Par Conversion—Commission—Interest—Decimal—Values—Due Dates, Price Re. 8. Apply "Bombay Gazette" Office

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FLAT.—First floor of "Bombay View," available from 1st October, open to West and North. 2 bedrooms and bathrooms, sitting and dining room, kitchen, &c., near Colaba Railway Station. Rent Rs. 75. Apply early to "RESIDENT," on premises.

FOR SALE.—A commodious and lofty upper-storied HOUSE, at Bangalore, with excellent grounds, out-offices, and stabling, having cane-bottom arranged and built in the English style, located in a healthy and quiet part of Bangalore. Any reasonable offer will be accepted. For particulars apply to No. 558, care of the "Bombay Gazette."

FOR SALE.—Handsome solid Brass Standard Drawing Room LAMP, with adjustable pedestal and pretty silk shade. Dimmer's Burner and fittings, with spare globe, wind proof. In perfect condition. Rs. 70 only. Apply to RESIDENT, First floor, "Ruby House," Colaba.

FOUND.—A big BROWN DOG, owner should communicate with Doctor RASCHID. Spd. Leper Home, Trombay, via Coorla.

INDIAN TRAVELLERS' RAILWAY GUIDE.—Copies of the Guide with coloured Railway Map duly corrected are issued on the 1st of each month and may be had at Messrs. Wheeler & Co.'s Bookstall on the principal Railway Station platforms or at the "Bombay Gazette" Office—Price 8 annas.

JOB PRINTING.—Apply at the Bombay Gazette Electric Printing Works, 2 Green Street, Fort

---

LADY.—Desires to recommend a good MADRASSI AYAH to any Lady going Home, good sailor, and speaks Tamil fluently and knows little of English. Rs. 30 and all found. Replies to "LADY," care of the "Bombay Gazette."

LADY—Wiling to give LESSONS in English to Parsi ladies; anxious to converse in this language. For terms apply to "L. P." care of "The Bombay Gazette," Ltd.

MR. N. P. KHARAS writes:—Singer' Sewing Machines are proved satisfactory in all respects They are so strong that they can hardly go out to order, and as for as the mechanical excellence is concerned they are best in the World.

MUSIC LESSONS given to children by an Experienced Pianist. Terms moderate. Apply to "Pianoforte," care of this Paper.

OLD ISSUES of the "BOMBAY GAZETTE," when available, are supplied at the following special Prices:—If of a date over one and within 3 months, 6 annas a copy; over three months old and within 12 months, one rupee per copy; over 12 months old, an additional rupee for each year; and whenever a search is necessary, an additional fee of Re. 1 must be paid in advance.

OVERLAND "SUMMARY AND WEEKLY BUDGET."—Published Weekly (on Saturdays) in time for the English Mail. A complete resume of Indian News particularly interesting to Anglo-Indians, retired or on leave. Subscription, inclusive of postage, One Sovereign or Rs. 15 per annum. Back numbers, if available, 2 annas each up to 12 months old; over 12 months, an additional rupee for every year

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PARTNER or FINANCIER WANTED, at once, with Rs. 10,000 for a profitable business. Fair return offered. Communicate terms early to "PROFIT," care of "The Bombay Gazette," Ltd.

PRIVATE BOARDING HOUSE.—At Coonoor, Nilgiri Hills, comfortable home, good table. Close to Pasteur Institute Club, Library and Sim's Park. Apply Box No. 3371, care of this Paper.

RAILWAY HOTEL, Bombay, Grant Road, near Moos Buildings. Give it a trial and you will never regret your visit. Board and Residence. Rs. 2 and 3 per day. Very easy terms for permanent residents. Splendid Bars. Brand new Billiard Tables. Dinner Rs. 1-4-0; Tiffin, Re. 1-0-0; Breakfast As. 12. Dinner served till late hours.

RIPPINGELLE STOVE.—In good order, with double wick and separate baking partition, required at once. Address, reply mentioning lowest cash price, to "STOVE," care of this Paper.

SPECIAL OFFER.—COMMERCIAL ENVELOPES.—"Gazette Commercial," Rs. 2-4 per thousand; and if printed on flap, Rs 3-12 per thousand. Samples on application at "The Bombay Gazette" Office.

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CHEAP FLAT with Lights and Fans, two rooms with Bathroom and Kitchen, unfurnished or furnished. Reply immediately to "CONSERVATIVE," care of this Paper.

By a European, SITUATION as MANAGER of a shop. Young, healthy, sober and active. Eight years' experience at Home and in India. Also willing to attend customers. Good at dressing show cases and advertising. Kindly reply stating salary offered to "P.G.," care of this Paper.

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YOUR PIANO.—Does it need TUNING or REPAIRING? We place the services of a thoroughly Competent Workman at your disposal. Our charges are MODERATE, and whatever we do for your Instrument, we guarantee that it will be done as well as it is possible.—MARCKS & Co., Ltd., AGENTS for the world-known "Blüthner" Pianos, Bombay and Poona.

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T. P. J. POWER Presents

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40 Sterling Artists.

FULL MILITARY BAND.

Selections—From Classical and Standard Music.

Conductor.—Albert Cook.

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Albert Johnstone,
CHAMPION PIPER OF THE WORLD.

This wonderful quartette has had no fewer than 3 commands from the Late Queen and His Majesty Edward VII.

A LIEDERTAFEL CHOIR of 16 VOICES in part-songs, humourous, etc.

A MAMMOTH PARADE. THE GIANT DRUM MAJOR Stands (over 7 feet in height.) MAJOR D. McCORMACK Prior to Concert.

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Prices: Reserve, Rupees 5, 4, 3, and Re. 1. Children: Half price.

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THE BEST REFRESHER IN INDIA.

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Reserve Liability of Proprietors.....$ 15,000,000
Silver Reserve Fund.....$ 15,250,000
Gold Reserve Fund.....£ 1,500,000

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CANTON	NAGASAKI	SOURABAYA
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Interest allowed at 2 per cent, per annum on Daily Balance of Rs. 1,000 to Rs. 10,000 provided the sum accrued amount to Rs. 5 half-yearly.

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Are received for varying periods up to 12 months on term which may be ascertained on application.

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Agent.
CHURCH GATE STREET, BOMBAY.

THE BANK OF INDIA, LD.

Incorporated under the Indian Companies Act VI. of 1882.

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ORIENTAL BUILDINGS, BOMBAY.

CAPITAL SUBSCRIBED ...Rs. 1,00,00,000
CAPITAL CALLED UP ... „ 50,00,000
RESERVE FUND..... „ 1,75,000

DIRECTORS:

SIR SASSOON DAVID, Kt., Chairman (Messrs. Sassoon J. David and Co., Bombay.)
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The Bank undertake on behalf of its Constituents the safe custody of Shares and Securities and the collection of dividends and interest thereon; they also undertake the sale and purchase of Government Paper and all description of Stocks at moderate charges, particulars of which may be had on application.

H. P. STRINGFELLOW,
Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, CORPORATED BY ROYAL CHARTER.

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RESERVE FUND.....£1,575,000
RESERVE LIABILITY OF SHAREHOLDERS.....£1,200,000

HEAD OFFICE:
2, BISHOPSGATE STREET, WITHIN, LONDON, E. C.
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Madras	Bangkok	Tientsin
Rangoon	Batavia	Hankow
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THE CORPORATION grant DRAFTS on the above Agencies and Branches, and also on the Principal Commercial Cities throughout the world; buy and receive for collection BILLS OF EXCHANGE; issue TRAVELLING LETTERS OF CREDIT; and undertake general Banking Business of every description.

CURRENT DEPOSIT ACCOUNTS.—Interest is allowed at 2 per cent. per annum on the minimum Monthly Balances, if not under Rs. 1,000 and not exceeding Rs. 1,00,000, but no interest is allowed when the sum accrued does not amount to Rs. 5 half yearly.

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GOVERNMENT SECURITIES, STOCKS, and SHARES, bought and sold on account of clients, and also received for safe custody and collection of interest and Dividends when due.

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JOINT STOCK COMPANIES.—Proxy and Transfer Forms at Two Annas each. Special Quotations for large quantities with name of Company included Apply at THE "BOMBAY GAZETTE" Office.

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AND THE

SANATORIUM FOR CHILDREN

THE SPARKLING COMEDY

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EVERY YEAR, since 1865, the NEW BUSINESS has exceeded £1,000,000 Sums Assured PER ANNUM, a result maintained uninterruptedly for so long a period by NO OTHER BRITISH OFFICE.

CLAIMS PAID £26,800,000
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ANNUAL REVENUE .....£ 1,500,000

NEW SCHEMES.

DOUBLE ENDOWMENTS.—At Home Rates giving a Bonus of 100 per cent. on survival.

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BINNY & Co., Ld.,
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SALES BY AUCTION.

BENNETT & COMPANY,
No. 23, APOLLO STREET.

AUCTION SALE of Motor-Cars, Accessories, Machinery, etc., belonging to the Western India Motor Car Coy., Ld.

High Court
O. C. J.

In the matter of the Indian Company's Act VI of 1882, and in the matter of the Western India Motor Company, Limited.

Under instructions from R. D. Sethna, Esq., the Official Liquidator of the above Company, Messrs. BENNETT and Coy. will sell by Public Auction, on FRIDAY the 24th instant, at 3 p.m. (S. T.), on the premises at Rampart Row, Fort, the following:—

Lot No. 1 One 12 H. P. 2 Cylinder 4 seated "Beaufort" car.
„ 2 One 8 H. P. 1 cylinder 4 seated "Darrace" car.
„ 3 One 12 H. P. 2 cylinder 4 seated "Clement" car.
„ 4 One 10 H. P. 2 cylinder "Argyle" car.
„ 5 One 20 H. P. 4 cylinder Thorney Croft tipping waggon.
„ 6 One 20 H. P. 4 cylinder 4 seated "Mitchel" car.
„ 7 One 22 H. P. 4 cylinder "Orleens" car.
„ 8 One 18-24 H. P. 4 cylinder four seated "Swift" car.
„ 9 One Maharajah car without engine.
„ 10 Five two tons "Beanfort" Lorries.

Motor car accessories, tyres, tools, tubes, spare parts, wheels, motor work shop machinery, such as wheel cutting machine, lathes, drilling, milling and shaping machines with shafting and pulleys.

One electric driving motor, one grind stone, one chuck for 3 1-2 in. lathe, one lathe 3 1-2 inch, one polishing and one grinding machine, garage tools, such as drill and vulcanising machines, spare parts, etc.

The above motor cars as well as the machinery will be sold in separate lots to suit the requirements of the intending purchasers.

The business of the Motor Service between Poona, Wathar and Mahableshwar, will be sold as a going concern, now carried on by the Western India Motor Co., Ltd. and comprises 14 Motor cars of the Beanfort make, several tongas, about 39 horses including saddles and harness, etc. also including the right of Mail Service concessions which carries a subsidy of Rs. 8,000 per annum from the Government and also a concession of carting agency for the Southern Maharatha Railway for carrying parcels and goods by through-booking, earning approximately Rs. 6,000 per annum.

For further particulars and conditions of sale apply to Messrs. Payne and Co., Solicitors to the Official Liquidator, at No. 18, Esplanade Road, or to the undersigned.

BENNETT & COMPANY,
Auctioneers.

AUCTION SALE of s. s. "Brittania."

On MONDAY, the 27th instant, at 3-30 p.m. (S.T.), Messrs. BENNETT & Co. will sell by Public Auction, at their Rooms by order of the Agents, Bombay and Hujas S. N. Co., of India, Ld.

The S. S. "Brittania" as she now lies off the Mazagoan Pounder with all her gear, apparel and tackle and about 25 tons of coal. She was built by D and W Henderson, Glasgow, in 1879, gross tonnage 3069 tons, net 1970 tons, length 350 ft., breadth 38ft. 5in, depth 28ft. 7in., triple expansion 3 cylinders engines of 265 H.P. The steamer is sold for breaking up only.

A deposit of 50 per cent. will be required at the time of sale.

BENNETT & Co.
Bombay, 21st September, 1909.

LAYS OF THE LAW.—A Selection of Leading Cases. By W. H. H. Re, I. Apply Box No. 401. care of "Bombay Gazette" Office.

MOTOR ADVERTISEMENTS.

Advertisements in this Column, not exceeding one inch, will be inserted on payment of Re. 1 per insertion. "Pro rata" for extra space occupied. Replies will be sent to all Advertisers Free.

F. I. A. T.

THE NEW 12-14 H. P.

Royal Automobile Club Rating 15-6 H. P.

LIVE AXLE

F. I. A. T.

THE TOWN CAR DE LUXE OF THE SEASON.

ECONOMICAL in up-keep.

PETROL consumption 25 miles to the gallon.

RELIABLE and easy to handle.

LIGHT on tyres.

ACCURATE in constructing, accordingly accessible.

THE NEW 12-14 Horse Power

F. I. A. T.

Chassis has 4 speeds forward with reverse and is fitted with forced lubrication and all the most up-to-date improvements known in motor design.

PRICE—English list price plus cost of importation.

For detailed specification prices and all particulars apply to the

SOLE AGENTS FOR INDIA,

THE BOMBAY MOTOR CAR CO., LD.,

P. O. Box 195, BOMBAY. P. O. Box 298, CALCUTTA.

THE GENERAL ENGINEERING CO.

Begs to inform the Public that they have the following SECOND-HAND CARS FOR SALE:—

		Rs.
De DION.—6 H.P., 3 seats...	... ...	1,000
Do. —9 H.P., 4 seats ...	... ...	2,600
WOLSELEY.—8 H.P., 4 seats	... ...	1,700
Do. —12-14 H.P., 7 seats...		For offers.
ORLEANS.—15 H.P., 5 seats	... ...	3,400
HORBICK.—14-16 H.P., 4 seats	... ...	3,500
PANHARD.—15 H.P., 5 seats	... ...	3,400
BIANCHI.—25-30 H.P., 5 seats	... ...	5,000
De. DION.—9 H.P., 4 seats...	... ...	2,100
REO—18 H.P., 5 seats	... ...	For offers.
BEAUFORT—8 H.P., 3 seats	... ...	2,100

All above Cars complete with hood, lamps, etc.

WANTED Two Small Run-about Cars.

They will also undertake REPAIRS to any type of Cars, and have fitted up a workshop with the best modern Machinery for that purpose.

CARS BOUGHT AND SOLD.

THE GENERAL ENGINEERING CO.,
1 BRITISH HOTEL LANE, APOLLO STREET,
(Opposite Lipton's).

BOMBAY CYCLE AND MOTOR AGENCY

OFFER THE FOLLOWING:—

	Rs.
2ND HAND BEISTON HUMBER.—12 H. P., 2-cylinder, double phaeton, side entrance, body hood and all accessories, shop soiled.	3,500
DARRACQ.—10-12 H. P., 2-cylinder, landaulette, to seat 2 inside and 2 outside, canopy over driver, glass screen and all accessories	4,500

REASONABLE OFFERS CONSIDERED.

BOMBAY CYCLE & MOTOR AGENCY,
HORNBY ROAD, FORT, BOMBAY.

"TOWN KIT."

FLANNEL Suit @ Rs. 22-8 complete
FLANNEL Suit @ Rs. 15-8 Do.
FLANNEL Suit @ Rs. 10-8 Do.

Latest Fashion Details

Experienced Cutter Employed.

Made to Order.

Apply for samples and self-measure-forms,

THE NEW BOMBAY TAILORING CO
115, Hornby Road,
Opposite York Building, FORT

SPECIAL OFFER.

COMMERCIAL ENVELOPS.—"Gazette Commercial," Rs. 2-4 per thousand; and if printed on flap, Rs. 3-12 per thousand. Samples on application at THE BOMBAY GAZETTE" Office.

W. CROWDER & CO., Ltd.,

IMPORTERS OF

WOOD-WORKING MACHINERY AND SAW MILL SUPPLIES.

Wood Trimmers.
Saw Benches, Band Saws,
Mitreing Machines, Mortisers,
Pendulum Saws, Hand Jointers,
Dimension Saws,
Grinding and Sharpening Machines,
ETC.

SHOWROOM:
4 Sirdar's Palace Buildings, Apollo Street, Fort, BOMBAY.

FOR SALE, WANTED, &c.

Daily for 1 week.—Six insertions. Re. 1 per inch of 8 lines, per insertion.
Thrice a week.—Three insertions. Rs. 1-8 per inch of 8 lines, per insertion.
Twice a week.—Two insertions. Rs. 1-12 per inch of 8 lines, per insertion.
Once only.—Rs. 2 per inch of 8 lines.

TO BE LET.

ABOUT 4,000 square feet of office room over the premises lately occupied by Messrs. Parry Smith & Co, open to West, North and East.

Particulars from:—
LEACH & WEBORNY.
Rampart Row.
Bombay.

ONE PUCCA EUROPEAN NURSE (middle class), WANTED. Terms:—Pucca European, well experienced, best testimonials, middle age; salary Rs. 30 per month and all found; salary to be increased after she gives satisfaction, for a native Chief. Apply Box No. 2,350, care of this Paper.

WANTED for the Chief Court of Lower Burma and the Courts in Rangoon, an INTERPRETER of the 5th grade on a salary of Rs. 100—4—120 per mensem with prospect of promotion up to Rs. 250 per mensem and of participation in translation fees. A good knowledge of Hindustani, and Gujarati is essential. A knowledge of Marwari is desirable.

None but those who have passed the F. A., examination of an Indian University or its equivalent need apply. The selected candidate will be on probation for 6 months.

Applications accompanied by copies of testimonials should reach the Registrar not later than the 15th October, 1909.

R. C. S. KEITH,
Registrar.
Rangoon, 7th August, 1909.

RARE OPPORTUNITIES.

FOR SALE.—VALUABLE PROPERTIES, situated at Colaba, Fort, Byculla, Grant Road, Parel, Worlee, Cumballa Hill, Napean Sea Road, Malabar Hill, Dadar, Mahim, &c., &c., and VACANT PLOTS at different localities. For further particulars apply to—

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THE BOMBAY GAZETTE

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	Subscription.	Discount Rate.
Yearly ...	Rs. 25 0	Rs. 30 0
Half-yearly ...	„ 13 12	„ 11 0
Quarterly ...	„ 7 8	„ 6 0
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For Advertisements of two or three lines, relating to such matters as Small Sales; Business Cards; Situations Wanted Servants, Houses, or Lodgings Required; Change of Residence and Articles Lost or Found, the scale is as follows:—

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THE Charge for Announcements of Births, Marriages Deaths and Memorium Notices, which must be authenticated by the name and address of the sender is Re. 1 for six lines or less and Eight Annas for every additional line. Cash strictly in Advance.

"THE BOMBAY GAZETTE" OVERLAND SUMMARY AND WEEKLY BUDGET.

	Town.	Post.
Yearly	Rs. 12	Rs. 15
Half-yearly...	„ 7	„ 8
Quarterly	„ 4	„ 5

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COMMERCIAL NEWS.

BOMBAY MARKETS.

MONDAY EVENING.] [20TH SEPT. 1909

EXPORTS OF BAR SILVER BY RAIL from Bombay on 18th September 1909.

By	Bars.	Ounces.
G. I. P. Railway.....	25	26,630
B. B. & C.I. Railway	49	57,795

FINANCIAL.

Bank Rates:—

Bank of England... 2½ per cent. from 1st April.
Bank of Bengal ... 3 per cent. „ 1st July.
Bank of Bombay... 3 per cent. „ 15th July.
Bank of Madras ... 4 per cent. „ 20th July

Money:—

The cash balance of the Bank of Bombay has increased by Rs. 24 lakhs.

Exchange:—

The Exchange Market is steady. Quotations are 1s. 3 29-32d. for Telegraphic Transfers, 1s. 3 15-16d. Bank Demand, and 1s. 4 1-16d. to 1s. 4 3-32d. for 3 months' sight Credit Bills. Far Eastern rates are noted below.

We quote :—

T. T. on London	1s. 3 29-32d.
Demand Draft	1s. 3 15/16d.
Credits—3 months' sight	1s. 4 1-16d. to 1s. 4 3-32d.
Do 6 months' sight ...	1s. 4 7-32d.
Do 2 months' sight—France	168 1-2
Do 3 months' sight—Marks	137 1-2
Hongkong—30 days' sight ...	129 3-4
Yokohama—30 days' sight ...	152 1-4
Shanghai—30 days' sight ...	173 1-4

Government Paper:—

This Market opened at 94 12-16 for the settelment on 30 September, and was maintained at that level throughout the day. Cash Paper was quoted 1-8 per cent. higher. A trifling business only has been placed to-day. The opening prices in Calcutta were advised as 94 3-4 and 94 5-8 for ready and delivery forward in a month, respectively.

We quote:—

Cash	...	Rs. 94-15	} Quiet.
1st Settlement	...	„ 94-12	

Bullion:—

The price of Bar Silver was unchanged in London on Saturday last at 23 3-4 for spot as will as forward delivery in 2 months. The tone of the market was steady at the close. The American quotation was unaltered at 51 1-2. Our local market opened at 60-9, ex-duty, for ready as well as October delivery, improved to 60-10, but re-acted to 60-8, at which there were some buyers at the close. The November settlement kept 3 to 4 annas higher. A limited business only has been transacted.

The following are the quotations for Gold Bar :—

	Rs.	a.	p.
English Bar Gold	24	3	6
Australian Bar Gold	24	2	0
Bombay Bar Gold	24	1	0
English Shield Sovereigns	15	7	0
English Dragon Sovereigns	15	1	6
Silver ex Duty—Ready	60	8	0a
Ditto 1st Settlement	60	8	0a
Ditto 2nd Settlement	60	11	0a

a Buyers.

COTTON.

Market Report:—

In spite of the Market being closed on Saturday a fair business was done by exporters in Oomras, and prices were steadier. This morning rates opened firm, and exporters were again in the Market for Oomras descriptions, Japan Shippers being good buyers. A moderate business has been put through at current prices and the Market close firm at the undermentioned quotations.

QUOTATIONS :—	Rs.	Delivery.
Fine M. G. Broach	285-7	Mar. 1910
Good M. G. Broach	272	„ „
Fine M. G. Nagpur-Kampti ...	258	Jan. 1910.
Fine M. G. Damanganm-Palgaon	251	„ „
Fine M. G. Khanganm-Akola ...	247	„ „
Fine M. G. Amraoti	247	„ „
Fine M. G. Muttia	235	„ „
F. G. M. G. Khandeish...	266	„ „
Fine, M. G. Khandeish ...	236	„ „
Fine M. G. Bengals	225/6	„ „
Fine M. G. Bengals	237	Dec. 1909.
Fine M. G. Bengals	240/7	Nov. 1909.
F. G. H. G. Bengals	209	Jan. 1910.

Liverpool Opener:—

Opening Tone	...	Firm.
Estimated Sales ...	...	12,000 bales.
Total Imports	...	2,000 „

Future Delivery Prices:—

Sept.-Oct.	Oct.-Nov.	Nov.-Dec.	Dec.-Jan.
6-76	6-72	6-69	6-69
+07	+07	+06	+06
Jan.-Feb.	**Feb.-Mar.**	**Mar.-Apl.**	**Apl.-May.**	**May.-June.**
6-68	6-68	6-68	6-67	6-67
+05	+06	+06	+05	+06

SEEDS AND WHEAT.

Linseed:—

The market is easier with less enquiry.

We quote :—

Ready	Rs.	8 10 0	B. T.
Sept.	Rs.	9 0 6	R. T.

RAPESEED :—

This market is also easier and prices are declining.

We quote :—

Ready Brown Kutni	...Rs.	6 14 0	B. T.
Ready Yellow Gujarat ...	„	7 6 0	
Ready Yellow Cawnpore ...	„	7 3 0	
Brown Delhi, April-May ...	„	7 3 0	R. T.

GINGELLYSEED :—

Bold White 85 per cent. Rs. 42 8 0
White Khandeish... „ 47 8 0
Tone—Easier.

Poppyseed :—

September. ... ... Rs. 9 12 0 R. T.
Tone—Quiet.

Castorseed :—

Ready ... ... Rs. 34 8 0
Sept.-Oct. ... ... Rs. 6 14 0 R. T.
Tone,—Steady.

Cottonseed :—

Ready ... — ... Rs. 23 8 0
Tone—Quiet.

Mowraseed :—

Sept.-Oct.... ... ... Rs. 6 0 0 R. T.
Tone—Steady.

WHEAT:—

The market is quiet and we quote :—

White Delhi, Sept. ...	...	Rs. 5 15 0	R.T.
White-Delhi, April-May	—	„ 5 4 6	

THE SHARE MARKET.

Banks:—

Bombay	1,470
India	66
Indian Specie	52 1-2

Mills:—

Phœnix	81 1-4
Standard	1,100

Presses:—

Indian Cotton	133 3-4
New Beras	527 1-2
New Mofussil	775

Miscellaneous:—

Colaba Land and Mill	1,160
Tramcar and Co	570

Railways—

Ahmedabad-Prantej	590
Tapti-Valley	625

RECEIPTS.

The following are the receipts of Cotton and Produce into Bombay during the 24 hours ended at 6 p. m. on Saturday :—

Cotton	25 bales.
Wheat	475 cwts.
Linseed	1,775 „
Rapeseed	1,426 „
Gingellyseed	1,413 „
Poppyseed...	100 „
Groundnuts	400 „
Castorseed	4,550 „
Bliss	976 „
Myrabolams	133 „
Cottonseed...	1,686 „
Mowraseed...	986 „
Grain	22 „
Jowar	299 „
Maize	8 „

BANK OF BOMBAY.

The following is the statement of the affairs of the Bank of Bombay for the week ended 16th September 1909 as compared with the statement of the 10th September 1909 :—

LIABILITIES.	Sept. 10, Rs.	Sept. 16, Rs.
Capital ...	1,00,00,000	1,00,00,000
Reserve Fund ...	1,03,00,000	1,03,00,000
Public Deposits at Head Office ...	36,19,109	39,10,717
Public Deposits at Branches ...	45,02,685	44,82,297
Other Deposits ...	11,26,88,727	11,53,30,041
Post Bills ...	19,868	9,766
Sundries ...	18,35,902	18,52,132
Rs....	14,29,66,290	14,58,84,953
ASSETS.		
Government Securities.....	1,24,28,052	1,27,06,444
Other authorised Securities.	10,58,263	10,94,588
Credits on Govt. and other authorised Securities ...	1,98,35,122	1,23,31,110
Loans do. do.	4,14,67,818	4,16,17,204
Bills discounted and purchased ...	1,26,86,044	1,32,73,861
Dead Stock ...	3,02,524	3,02,542
Stamps ...	4,267	4,296
Bullion ...	3,44,286	4,13,913
Balances with other Banks.	18,78,328	18,19,361
Sundries ...	1,49,117	1,50,722
Cash ...	5,87,82,469	6,11,80,912
	14,29,66,290	14,58,84,953

THE BOMBAY ELECTRIC SUPPLY AND TRAMWAYS COMPANY, LIMITED.

Monthly Statement of Earnings.

	Earnings for August, 1909.	Increase or Decrease on same month last year.	
	Rs.	Rs.	per cent.
Electric Traction.....	1,69,118	+ 15,845	+ 10·34
* Lighting and Power Supply ...	35,068	+ 6,734	+ 23·76
Total.....	2,04,186	+ 22,579	+ 12·43

	Total Earnings from 1st January 1909.	Increase or Decrease over same period last year.	
	Rs.	Rs.	per cent.
Electric Traction.....	13,03,265	+ 80,685	+ 7·46
* Lighting and Power Supply ...	2,98,698	+ 62,643	+ 26·53
Total.....	16,01,963	++1,43,32·	+ 9·82

* Exclusive of Power supplied to the Tramways.

DAILY EXPORTS—SEPT. 20.

FOR LIVERPOOL.

Olympia s—150 bales wool, B Hurbham ; 7 bales wool, A Chagla and Co ; 65 bales wool, R Rampratap ; 100 bales wool, J Kara ; 38 bales wool, D Ramkoover ; 219 bales wool, M Ramjidas ; 158 bales wool, M J Joomabhoy and Co ; 112 bales wool, M Ratansey ; 33 bales wool, H Jan Mahomed ; 50 bales cotton-waste, T Canjee ; 90 bales gunny cuttings, P Bhimjee ; 54 bales hemp, D M Doongajee and Co ; 16 bales wool, J Moolchand ; 60 bales cotton, B Hurbham ; 1,708 cwts myrabollams, Ebjee Oomersey ; 675 cwts wheat sweeping and 250 bags wheat floor, V Tejpal ; 50 bales wool, and 5 bales hides, W and A Graham and Co ; 172 bales wool, D Nagjee and Co ; 80 bales cotton-waste, H E Bode and Sons ; 170 bales wool, E D Sassoon and Co ; 61 bales wool, A H Mahomed and Co.

FOR LONDON.

Persia s—6 bales skins, R M Kooka ; 14 bales hides H A Oomer ; 63 cases mother-of-pearl shells, M Jafferbhoy ; 2 cases brassware, L B Bhootwalla ; 100 cwts cashewnuts, J Fachiri ; 50 cwts cashewnuts, R Jeewandas and Co ; 312 cwts dry ginger, V Haridas ; 30 bales hemp, P Bhimji ; 100 bales hemp, D Nanji and Co ; 150 cwts myrabollams, Ebjee Oomersey ; 77 bales skins, and hides, W and A Graham and Co ; 23 bales skins, M J Joomabhoy and Co ; 3 bales skins, H G H Mahomed and Sons ; 11 cwts horns, J Rahimtoola ; 40 cwts horns, 1 bale skins, M Mahomed.

FOR NEW YORK.

Persia s—195 cases Indian condiments, 3 cases dryducks B Poonjiaji and Sons ; 149 casks salted skins, H M Halim ; 14 casks skins, Stein Forbes and Co ; 17 casks skins, H M Halim.

Koerber s—2,000 cwts castorseed, 6,000 cwts mustardseed, Volkart Bros.

FOR PHILADELPHIA.

Olympia s—3 casks skins, Enrico N Stein.

FOR MARSEILLES.

Olympia s—40 bales hemp, 31 bales cotton-fly, K Visram and Co ; 503 cwts cashewnuts, J Fachiri ; 2,000 cwts linseed, Louis Dreyfus and Co.

FOR DUNKIRK.

Gleneden s—2,500 tons manganese ore, K Nixon and Co ; 1,000 cwts horns, E Mahomed ; 600 cwts gum, M Jafferbhoy.

FOR ANTWERP.

Chupra s—343 bales hemp, A Moritz and Co ; 575 bales cotton, Ralli Brothers ; 2,001 cwts rapeseed, 2,002 cwts linseed, E D Sassoon and Co ; 817 cwts bone, R Kaderbhoy ; 6,000 cwts linseed, P Jeshabhoy ; 168 bales cotton, Ralli Brothers ; 58 bales cotton and 70 bales cotton-waste, W Wolf and Sons.

FOR HAMBURG.

Weissenfels s—100 cwts cashewnuts, Nusserwanjee Bros and Co ; 200 cwts mustardseed, 2,000 cwts rapeseed, Volkart Brothers ; 2,000 cwts castorseed, 4,000 cwts mowraseed, 1,000 cwts poppyseed, 73,484 cwts rapeseed, Ralli Bros ; 645 bales hemp, K Visram and Co ; 221 bales cotton, P Vishram and Co.

Hermiston s—110 bales cotton, A Blascheck and Co.

FOR TRIESTE.

Koerber s—784 bales cotton, Ralli Bros ; 4,017 cwts rapeseed, Ralli Bros ; 2,000 cwts linseed, Volkart Bros ; 110 bales cotton, W Wolf and Sons ; 110 bales cotton, A Blascheck and Co.

FOR GENOA.

Hermiston s—1,000 cwts castorseed, 1,000 cwts linseed, Volkart Brothers ; 200 tons oldiron, N Futehally and Co ; 50 bales cotton, A Blascheck and Co.

FOR FIUME.

Koerber s—6,000 cwts linseed, Louis Dreyfus and Co.

FOR BARCELONA.

Olympia s—25 bales hemp Ebjee Oomersey.

FOR VENICE

Koerber s—200 bales cotton, E Spinner and Co ; 5,700 cwts castorseed Ralli Bros ; 1,000 cwts linseed, Volkart Bros.

FOR HONGKONG.

China s—450 bales twist, E. D. Sassoon and Co; 750 cwts onion R. E. Dadachanji; 205 bales twist E. D. Sassoon and Co.

Bombay Maru s—1,000 cwts onions, R. E. Dadachanji; 860 bales twist E. D. Sassoon and Co; 1,200 bales twist Sassoon J. David and Co.

FOR SHANGHAI.

China s—150 bales twist R. D. Sassoon and Co; 1,000 bales twist, David Sassoon and Co; 300 bales twist, Sassoon J. David and Co.

Bombay Maru s—200 bales twist, The M. B. Kaisha 300 bales twist, David Sassoon and Co; 100 bales twist, M. M. Essabhoy.

FOR KOBE.

Bombay Maru s—100 bales cotton The Japan Cotton Trading Co; 65 bales cotton M. M. Essabhoy.

DOMESTIC OCCURRENCES.

THE Charge for Announcement of BIRTHS, MARRIAGES, DEATHS, and MEMORIAM NOTICES, which must be authenticated by the name and address of the sender is Rs. 2 for six lines or less, and 8 as. for every additional line. CASH strictly in ADVANCE.

INDIA.

BIRTHS.

BRAYBROOKE—Aug. 19, at Dera Ghazi Khan, the wife of W. Stratton Braybrooke, of a daughter.
DARLEY—Sept. 16, at Mirzapur, the wife of B. Darley, P. W. D., Irrigation Branch, of a son.
GRAHAM—Sept. 13, at Hathibari Tea Estate, Assam, the wife of A. K. Graham, of a son.
GWYNN—Sept. 13, at Masulipatam, the wife of Sub Conductor F. E. Gwynn, P.W.D., of a daughter.
JEYASING—Sept. 14, at Madras, to Mrs. Simon Jeyasing, of a daughter.
KING—Sept. 15, at 4, Strand Road, Howrah, the wife of Millar M. King, of a son.
REEVES—Aug. 27, at Etawah, the wife of William H. Reeves, U. P. Police, of a daughter.
RIX—Sept. 16, at Livelands, Mussoorie, the wife of H. S. Rix, C. S., of a son.

DEATHS.

JACKSON—Sept. 11 at Camp Malukhan, Kumaon, Captain Ralph Curtois Jackson, Adjutant 1st Battalion 3rd Q.A.O. Gurkha Rifles, aged 28 years.
LUFFMAN—Sept. 6, at Mussoorie, of heart failure, James Austin Luffman, District Superintendent of Police, U. P., (retired), aged 68 years.

H. T. BINKS,
UNDERTAKER
AND
MONUMENTAL SCULPTOR,
Byculla Bridge, Byculla, Bombay.
TELEPHONE NO. 947.

BOMBAY.

TO-DAY.

Sunrises, 6h. 27m.; Sunsets, 6h. 37m. ; High water, 2-53m., 2-37a.; Low water, 8-24m., 8-46a.
Triangular Cricket Match : Parsis vs. the Presidency, Bombay Gymkhana Ground, 11-30 a.m.
Municipal Bye-election "A" Ward.
"Mrs. Gorringe's Necklace," Gaiety Theatre, 9-30 p.m.
The Kilties' Band, Town Hall, 9-30 p.m.
Rovers' Football Tournament, Cooperage, 5-40 p.m.

Maxim : "All we can do is to learn how to do our work, to be masters of our materials instead of servants, and never be afraid of anything."—R. KIPLING.

THE WEEK'S CALENDAR.

Wednesday, September 22.—Sunrises 6h. 28m.; Sun-sets, 6h. 36m.; High water, 3-45m., 3-22a ; Low water, 9-10m. ; 9-37a. Triangular Cricket Matches, Bombay Gymkhana Ground, Parsis vs. the Presidency. Bombay Standing Committee, 4-10 p.m. Delhi and Northern India Flour Mills Company, Ordinary General Meeting, 17 and 18 Elphinstone Circle, 3-30 p.m. Rovers Football Tournament: Y. M. C. A. vs. Bombay Gymkhana. Cooperage, 5-45 p.m.
Thursday, September 23.—Sunrise 6h. 28m.; Sunset 6h. 38m.; High water, 4-56m.; 4-28m.; Low water, 10-50, 10-59. Bombay Mud Sports, 5-30 p.m. Triangular Cricket Matches : Parsis vs. the Presidency. Bombay Art Society Annual General Meeting in the Hon'ble Sir Basil Scott's Chambers, High Court, 5-40 a.m. The Kilties' Band, Town Hall, 9-30 p.m. Rovers' Football Tournament, Cooperage, 5 45 p.m. Sun rise 6h. 28m.; Sunset 6h. 38m.; High water, 4-56m., 4-28m.: Low water, 10-50, 10-59.
Friday, September 24.—The Kilties' Band, Town Hall, 9-30 p.m. Rovers' Football Tournament, Cooperage, 5-45 p.m. Hyderabad (Deccan) Spinning and Weaving Company Extraordinary General Meeting, 3, Tamarind Lane, 3 p.m. Cricket Match at Ganeshkhind, Poona, H. E. the Governor's XI vs. J. M. Framjee Patel's XI. Sun rises 6h. 28m. ; Sun sets 6h. 35m. ; High water 6-26m. ; 6-2a. ; Low water 1-25a.
Saturday, September 25.—Sun rises, 6h. 28m.; Sun sets, 6h. 34m.; High water, 7-52m., 7-57a ; Low water, 0-43m., 2-24a. Bombay Gymkhana Cricket: "A" team vs Bavonet : "B" team vs The Technical Institute. The Kilties' Band, Town Hall, 9-30 p.m. Rovers' Football Tournament, Cooperage, 5-45 p.m.
Sunday, September 26.—Sun rises, 6h. 28m.; Sun sets, 6h. 32m.; High water, 8-50m., 8-46a. ; Low water, 1-52m., 3-10a. 16th Sunday after Trinity.

Y. W. C. A. CONCERT.—The Concert, advertised for September, 23rd and 25th, at the Young Women's Christian Association Hall is unavoidably postponed until November 12th and 13th. On return of tickets to Messrs. Rose and Co., money will be refunded.

BOMBAY LADIES' BRANCH, NATIONAL INDIAN ASSOCIATION.—The lecture which was to be given on behalf of this Association by Mr. C. M. Cursetji, on "Lord Tennyson" at the residence of Mrs. Collie on Tuesday, has unavoidably to be postponed to Wednesday 3rd November.

BENE-ISRAEL BENEVOLENT SOCIETY.—The fifty-fifth annual meeting of the Bene-Israel Benevolent Society, will be held in the Jewish New Synagogue on Khaddak in Israel Molah on Thursday, the 23rd instant, precisely at 6 p.m., (B.T). The Rev. D. Mackichan, M.A., D.D., LL.D., will preside.

A RAJAH'S PRIVATE SECRETARY.—Mr. Gulabchand Dhadha, M.A., has been appointed Private Secretary to Shri Ranjitsingji, Jam Saheb of Jamnagar, on a salary of Rs. 400 per month. Mr. Gulabchand holds a high office in Government service in Northern India, and is well known as one of the founders of the Jam Savetamber Conference and a leader of the Jain community.

BAND AT THE YACHT CLUB.—By kind permission of Lieut.-Colonel S. J. Sarjant, V. D., and Officers, the Band of the 1st Battalion, G. I. P. Railway Volunteers, will play the following programme of music under the direction of Mr. A. Mallandaine, Bandmaster, commencing at 6-15 p. m. to-day :—

March	La Mattchiche ..... Ch. B. Clerc
Overture ...	Fra Diavolo ..... Auber
Ein Idyll ...	Waldesfluatern ..... A. Czibulka
Selection	Carmen „ ..... Bizet
Valse	Santiago ..... A. Corbin
Selection ...	The Farl and the Girl ... Caryll
Gelop	Odeon's Freuden ..... G. Latann

A POPULAR STATION MASTER.—On Sunday, a preliminary meeting was held at Dadar to consider measures for the presentation of a purse of money and an address to Mr. Hari Bapu Savai, who has been the Station Master at Dadar, B. B. and C. I. Railway, for the last thirty-five years. Rao Bahadur Visanji Khimji, J.P., presided on the occasion. The President said that Mr. Hari Bapu had been Station Master at Dadar for the last 35 years and was exceedingly popular with all communities. He had been faithful both to the Company and to the public. Nearly 500 Rupees were collected at the meeting and a Committee was appointed with Mr. K. N. Rane as Honorary Secretary, and Mr. G. N. Akshikar as Treasurer.

PRIZE DISTRIBUTION AT A MAHOMEDAN SCHOOL.—A meeting for the distribution of prizes was held on Sunday in the Imami Ismaili Candy Moholla Girls' School, Mr. Haji Mahomed Mookhee Ladak presiding on the occasion. Among those present were Messrs. Mookhee Poonjabhoy Jasraj, Rahim Jenail Abadeen, Ahmedbhay Devji, Jafferbhoy Mookhee Cassum Moosa, Laljibhoy Devraj, Rahimtalabhoy Devji, etc. It appeared from the report that Rs. 881 were received as subscriptions during the past year; and the number of girls attending the school had risen from 65 to 100. The girls sang some songs, after which Mr. Sulleman Ebrahim Unwalla and another gentleman addressed the meeting on the advantages of female education. Mr. Munjibhoy Gulam Husein, Honorary Secretary of the school, put forward a subscription list, in which a good sum was subscribed by some of those present. The chairman distributed the prizes to the successful girls, and in addressing the meeting, said the school committee had been working hard in increasing the usefulness of the school.

LEGAL INTELLIGENCE.

HIGH COURT.

APPELLATE SIDE.

FORGERY OF A WILL.

Before Mr. Justice Chandavarkar and Mr. Justice Heaton.

IMPERATOR VS. KUNDALMAL MULTANCHAND AND GOPAL ABAJI KULKARNI.

This was an appeal from the decision of Mr. C. C. Boyd, Sessions Judge of Ahmednagar.

The facts of the case were that a will was alleged to have been made by a certain person in October 1903. No one appeared to have heard of it till January, 1907, when the first accused produced it in a Civil Court. The alleged testator's name was Tejmal Panraj, an elderly Marwari trader, worth about six or seven thousand rupees. When he died he left no son. Accused No. 1 was charged with instructing accused No. 2 to write a forged will, with dishonestly using it as genuine, while knowing it to be forged, and with making a false affidavit. Accused No. 2 was charged with writing the forged will, and with giving false evidence about it.

The prosecution theory was that the words "Fanraj Tejmal Munot" which appeared just below the will were written by the first accused when the book was made in the year 1892, and the will was forged above these words to make it appear that these words were the signature to the will. The defence maintained that the words were the signature to the will. After examining the evidence in the case, the Sessions Judge held that the will was a forgery. The words Panraj Tejmal were not a signature. No one would sign a will with his father's name or with the name of his shop. The appearance of the document strongly favoured the prosecution theory. The content of the will were unprobably cruel and unjust. There seemed to have been no reason why Tejmal should disinherit his own people and leave everything to an outsider. Further, the will did not bear the testator's signature. The Sessions Judge, therefore, sentenced the first accused to three years' imprisonment, of which the first three months was to be simple and the rest rigorous. He sentenced the second accused to five months' simple imprisonment.

In appeal, Their Lordships held that the Sessions Judge had gone carefully into the facts, and the convictions were just. The sentences could not be interfered with, because offences of this kind must be severely dealt with.

LANDLORD AND TENANT.

Agrarian Disputes.

Before Mr. Justice Chandavarkar and Mr. Justice Heaton.

These were two appeals from the decision of Mr. Dayaram Gidumal, Sessions Judge of Ahmedabad. In the first appeal the accused were Karson Hira and 13 others, who belonged to the party of the tenants or ryots, while in the second, the accused were Mavsing Bocher and 12 others, who belonged to the landlord or the Taluqdari party. In the disturbance which arose between the parties, particulars of which have already been reported in these columns, three Brahmins of the tenants' party were killed, and on the side of the Talukdari party a labourer was killed besides several others were wounded and injured. The Sessions Judge who tried the two cases, acquitted all the fourteen accused in the tenant's party of the offence of murder and rioting with which they were charged, on the ground that they had done the acts complained of, in the exercise of their right of defence to person and property. On the other hand he held that with the exception of one, all the accused on the side of the Talukdari party, were guilty of the offence of murder and rioting and sentenced them to seven years' rigorous imprisonment. Their Lordships heard the two appeals together. The principal judgments in both the cases were delivered by the Hon'ble Mr. Justice Heaton who held that in the case against Karson Hira and 13 others, accused Nos. 1 to 5 and No. 7 went armed and prevented the ploughing of the field by Talukdari party.

His Lordship thought that the papers in these cases should be submitted to the Government. The riot resulted in the loss of four lives. It occurred in a village which was under the management of Government servants. It was urged by the tenants that they had been harshly treated. Whether this was so or not, the whole affair was most deplorable and should not be left without a thorough enquiry into the matter. It might be that the management was scrupulously fair from one view feeling in the village was so excited against it that a fight became inevitable. But this should not be assumed. At first sight it seemed there was either a lack of discretion in its management or lack of preparedness for dealing with the situation. Hence arose the need for an executive enquiry, if one had not already been made.

With regard to the second appeal, his Lordship said there was no doubt that those who were present on the side of Mavsing and others were guilty of rioting and other offences except of murder. The convictions of the others were confirmed but the sentences against No. 1, 2 and 5 were reduced to five years' rigorous imprisonment each and the sentences against accused Nos. 6, 7, 9 and 15 were reduced to three years', while the sentences recorded against accused Nos. 8 and 17 were confirmed.

The Hon'ble Mr. Justice Chandavarkar entirely concurred with a view of his learned Colleague. He also agreed that those were cases which called for an enquiry on the part of the Executive Government, if one had not already been instituted. A fact which had puzzled his Lordship a good deal, though it had no direct bearing on the merits of these cases was, that after a decree was passed on 31st January 1908 by a competent Court in favour of the tenants on the 4th April forty tenants were alleged to have relinquished their holdings by "razinamas" tendered to, and accepted by, the Talukdari Settlement Officer. That was a circumstance which certainly called for an explanation.

INJUNCTION AGAINST AN ACTOR.

Before Mr. Justice Davar.

TRIMBAKLAL R. RAVAL VERSUS JATASHANKER JAGJIVAN ACHARIYA.

For the plaintiff :—The Hon. Mr. Chimanlal H. Setalvad, with Mr. Bhulabhoy J. Desai, instructed by Rao Bahadur Sundardas Narandas, of the firm of Messrs. Dixit Dhanjishah and Sundardas.

For the defendant:—Mr. M. A. Jinnah, instructed by Mr. Girdharlal, of Messrs. Bhaishankar Kanga and Girdharlal, appeared to show cause against the granting of the injunction, preventing the defendant from acting in any other dramatic company.

The plaintiff in this case is the proprietor of the Wankaner Arya Dramatic Company and the defendant was an actor of that Company but is now employed in the service of a rival company. The plaintiff stated that under an agreement the defendant was to serve him for a period of 3 years on a salary of Rs. 18 per month, and that he was bound not to sing or play in another dramatic company during this period. In breach of this he had taken service in a rival concern, started by a man who was formerly a partner of the plaintiff. He left the plaintiffs' service on 15th June 1908, after serving him for about five weeks. The plaintiff could not take action earlier than this against this actor as he had been living in Baroda and negotiations were afoot for his discharge and the discharge of other actors, who also had left his service similarly. These negotiations fell through on 14th July. The defendant was now in Bombay ; he was one of the plaintiff's principal actors, and his having committed the breach of his agreement by going away to the other party, had put the plaintiff to considerable inconvenience, damage and loss.

By consent, his Lordship granted an injunction against the defendant Acharya, restraining him forthwith from acting in, or from having anything to do with, any other theatrical company than the plaintiffs. The plaintiff agreed to grant him Rs. 18 per month from that day till the hearing of the case. Costs to be costs in the cause.

POLICE NEWS.

PRESIDENCY MAGISTRATES' COURT.

ESPLANADE.

Before Mr. J. W. S. Dracup, Third Presidency Magistrate.

ATTEMPT TO BRIBE A PREVENTIVE OFFICER.

His Worship delivered his decision yesterday in the case in which Superintendent Sloane of the Bombay Criminal Investigation Department charged one Hari Ram, under Sections 116 and 161 of the Indian Penal Code with having offered an illegal gratification to a public servant. Mr. Velinkar, Barrister-at-Law, defended the accused, His Worship in giving his decision said that the evidence showed that Mr. Stripp, with fifteen other men of the Preventive Service, was on or about the 10th August last placed on special duty for the prevention and detection of the illicit sale of cocaine. On the 25th of August the accused who was in the employ of a dealer in cocaine went up to Mr. Stripp in a street in Kumbharwada, offered to give him money if he would not harass his hawkers in the street, and said that he would pay him Rs. 100 per month, Mr. Stripp said that he was not prepared to take the money, but would see later on. Subsequently the accused again went to Mr. Stripp and renewed the offer. He also went to Mr, Stripp's place several times. Mr. Stripp referred the matter to his superiors. Then Inspector Sullivan of the Criminal Investigation Department went to Mr. Stripp's house and remained awaiting the arrival of the accused. The accused came there, again offered a bribe to Mr. Stripp and was arrested. The prosecution evidence was clear that the accused offered Mr. Stripp Rs. 100 as a reward if he would not prevent his men from selling cocaine. His Worship further remarked that notwithstanding the efforts of the Police and the Preventive Service, the disastrous and demoralising habit of cocaine-eating had been spreading in Bombay, owing to men like the accused, who made money out of the practice. The practice should be checked, and the accused was therefore sentenced to rigorous imprisonment for three months. The money was ordered to be confiscated.

MAZAGON.

Before Rao Bahadkur C. H. Setalvad, Fourth Presidency Magistrate.

SEED MERCHANTS CHEATED.

Mulji Ludha, was charged with cheating in respect of bags of rape seed valued at Rs. 17,500 belonging to different firms, in Bombay.

Mr. Saher and Mr. Raghunath Pandit, Barristers, appeared for the complaint and Mr. Jehangir Patel, Soliciter, and Mr. S. B. Kapadia, Pleader, appeared for the defence.

The complaint was that Velji Kalianji, a partner in the firm of Raoji Lalji and Co., gram and seed merchants, sold 700 bags of rape seed on the 15th instant and 301 more bags on the following day to the firm of C. I. Demtrocupees, the latter promising to pay Rs. 10,185 the price of the goods on the 18th instant. Mulji Ludha, mucadam of the firm took delivery of the 1,001 bags and placed them in the godown of Juarmal Mulchand in Poona street. About 7-30 the same evening complainant learnt that the goods in Demtrocupees' godown was attached by a High Court Order and Demtrocupees had disappeared. The Mucadum on the 18th instant passed a receipt of the goods to the complaint. On enquiries being made the complainant learns that the Muccadum had also disappeared. He was arrested on Sunday night. Mulji Jairam and Champsey Bhara two other firms in Bombay alleged that they were also cheated in respect of 436 and 216 bags of rape seed.

The hearing of the case stands adjourned.

AMATEUR THEATRICALS IN BOMBAY.

FINDING myself once again in Bombay, after a long absence, writes a correspondent, I was much interested to observe that an amateur performance of that brilliant comedy. "Mr. Gorringe's Necklace," was about to be given. As my nom-de-plume suggests, I have a weakness for theatre-going, hence I took my way to the Gaiety on Friday night with expectancy, not in the carping spirit of the malignant critic, but prepared to apply ordinary standards to the doings of ordinary human beings. My earliest sensations were pleasing in the extreme. Seldom in my peregrinations have I witnessed so pretty a stage effect as that which now greeted my gaze. Instead of the crude, unlovely scenery which so often does duty in our local theatres, I was confronted with a really exquisite reproduction of a room in an English country-house. The whole scheme of colouring had evidently been well thought out, and the soft light of well-shaded lamps combined with the rest of the cosy furniture to render the desired illusion complete. But I must hasten on to the players themselves. Judged as amateurs,—and few besides a malignant critic would wish to judge them otherwise—they acquitted themselves with vast success. There was an almost total absence of that nervousness and awkwardness which one mentally associates with even high class amateur theatricals. From beginning to end, the piece passed off smoothly, without a hitch or any jarring note. The threatened conflagration itself was turned to account with admirable presence of mind. The calmness of the performers quickly reassured the audience, so that what might have proved a disturbing 'impasse' resolved itself into a natural incident of the play. Another circumstance which struck me was that all the players were thoroughly audible,—a matter in which they might have challenged comparison with professional histrios.

"Mrs. Gorringe's Necklace" has a slightly hackneyed plot, it is true, but the dialogue bristles with good points. First we have Mrs. Gorringe, a rather flamboyante and superficial lady, always eager to "make herself felt" and almost welcoming the loss of her jewels, as a new means of advertising herself. This role was charmingly taken by Mrs. Ashton Street, whose delightful acting animated and inspired the whole piece. Then there are her hosts, Colonel and Mrs. Jardine, the one peppery and livelish, having little patience with a "pack of women," the other equipped with a never-failing fund of dry and pungent humour. Mr. Keith Roach, as the Colonel, put plenty of vivacity into his part, while Mrs. Piers Dimmock made a splendid Mrs. Jardine. Her clever utterance of sarcastic comments, and her well simulated pettinesses, formed a notable feature throughout. Their daughter, Isabel, is cast in more serious mould, passionate, yet not very easily roused to a display of feeling. Mrs. Vines gave an able and finished delineation of this character. Commander Vines also deserves much praise for his capital impersonation of Captain Mowbray. Half campaigner, half adventurer, the Captain exhibits a blending of soldierly hardness with the gentler emotions, culminating in the heroic self-sacrifice by which he accepts the burden of suspicion which has wrongly fallen upon him. Mr. Malcolm Hogg shewed himself a consummate actor in the difficult part of David Cairne, the highly strung subaltern, with dull prospects and duller conscience, who clutches at crime to save himself from the whirlpool of debt. He enlists our sympathy completely, he is so picturesque a villain, and above all in love with Isabel. Jernijan, the drawing-room detective, who follows a false scent with complacent confidence in his own powers, was admirably portrayed by Mr. Bolus. Miss Sells, as the flippant and mischief-loving Vicky, was excellent, and Mrs. Nash gave a good rendering of the bashful Miss Potts. Nor must I omit mention of the portly demeanour and aristocratic air of Mr. Kent, as the butler Charles. No doubt the play itself has several defects, including a good many weak lines. But this is only to say that the author is not a Congreve or a Sheridan. We must not demand that he should be steadfastly felicitous. At all events, the

SHIPPING INTELLIGENCE

THE steamer Singu 1,912 tons Captain W. B Murison arrived in harbour on Monday from Rangoon with a cargo of Kerosine oil.

THE B. I. S. N. Company's steamer Muttra 2,985 tons Captain C. P. Seddon arrived in harbour on Monday from Calcutta etc., with a general cargo and Mr. T. A. Best and 1 deck passenger.

THE steamer Zinnia 2,339 tons Captain J. R. Clark arrived in harbour on Monday from Calcutta, with a cargo of coal.

THE B I S N Company's steamer Sofala, 3,436 tons, Captain T P Babb will sail to-day for Sourabaya, in ballast.

THE B I S N Company's steamer Africa, 1,301 tons, Captain F Chappell, sailed on Monday for Basreh etc., with a general cargo and passengers.

THE German East Africa Line steamer Gouverneur, 2,120 tons, Captain C. Burmeister arrived in harbour on Monday, from Durban &c., with a general cargo and 36 cabin and 390 deck passengers.

THE B. I. S. N. Company's steamer Linga, 951 tons Captain H. M. Cuthbush, sailed on Monday for Karachi &c., with a general cargo and passengers.

THE steamer Penrose, 2,463 tons, Captain J. Steer will sail to-day for Barrow in Furness with a general cargo.

THE P and O Company's mail steamer Devanha, 4,785 tons, Captain H Powell, which arrived in harbour on Sunday from Shanghai, via intermediate ports and Colombo brought the China and Australian mails, a general cargo and the following passengers:—Col J Headlam, Dr Cresser, Capt Fell, Mr. Reicat, Mr and Mrs Simpeck, Lieut Garnier, Mr. R. Garnier, Mr. Wanalam, Mr Kendall, Mr Findlay, Mr. Lane, Miss Blyth, Maj and Mrs Leslie, Miss Baird, Lieut Davies Mr, Mrs and Miss Murphy, Mr Late, Mrs Makin and infant and 3 deck.

THE Hansa Line steamer Weissenfels, 2,458 tons, Captain H Reimers, will sail to-day for Hamburg via Karachi with a general cargo.

THE Wilson Line steamer Hindoo, 3,156 tons, Captain C A Groves, will sail to-day for Hull via Karachi with a general cargo.

THE Venice S N Company's steamer Alberto Treves, 2,446 tons, Captain Z Hefeno, arrived in harbour on Monday from Venice with a general cargo.

The Committee of the Bombay Chamber of Commerce have decided that Thursday, Friday and Saturday, 16th, 17th and 18th September should be regarded as Full Weather Working Days for Vessels in the Prince's and Victoria Docks.

MEN-OF-WAR & ROYAL INDIAN MARINE SHIPS.

DOCKYARD.

H M S Persens.....Capt F G Bird.....R Navy
R I M S Investigator....Lieut Thyne in charge....Survey S
R I M S Palinurus....Lieut Thyne in charge. ..Survey St
R I M S Mayo...Comdr...W B Huddleston...R I Marine

In the Stream.

R I M S Dufferin... ...Comdr F. Dobson.....R I Marine
R I M S Hardinge Lt Comdr A S Balfour..... R I Marine
R I M S Lawrence ...Comdr A. Willock ...R I Marine

VESSELS IN THE HARBOUR.—Sept. 20.

Alavi.....2324 Hill.....B & P S N Co
Argenfelf.....3561 Volkmann.....T Morrison & Co
Alberto Treves ...2446 Hafeno .....Venice
Britannia.....1969 Halse .....Bo & H S N Co
Bezweda.....3270 Le Brocq.....M M & Co
Banca.....3794 Collyer .....P & O Co
Delhi.....4783 Gordon ...China ...15-9 P & O Co
Devanha.....4785 Powell.....P & O Co
Glenedon.....3918 Graham .....T Morrison & Co
Gouverneur.....2120 Burmeister.....A Strandes
Ginnia.....2339 Clark .....A Yule
Hydra.....831 Kirseborn...F S Campbell & Co
Muttra.....2985 Seddon .....M M & Co
Mohamadi .....1251.....Gore .....B & P S & Co
Nizami.....2041 Turner .....T Morrison & Co
Shah Jehan ...2966 Webb .....B & P S N Co
Sofia.....1445 .....Bo & H S N Co
Shah Ameer...1921 Pigot...Stream ....., 20-9...B & H S N Co
Strathairly.....2783 McMahon .....W & A G & Co
Shah Navaz.....2522 ....Denison .....B & H S N Co
Springburn .....3436 Crosthwaite.....W & A G & Co
Strathblane.....2829 Smith ....
Siegn .....1912 Murison .....S Wallace & Co
Zinnia.....2339 Clark.....Yule

VESSELS IN DOCK.—Sept. 20.

PRINCE'S DOCK.

Vessel.	Ton.	Capt.	Dest.	Date.	Agents.
A Sofala	3436	Babb	Java	21-9	M M & Co
C&R Pandit	3832	Crebbin	N F		T Morrison & Co
Glan Colquhoun	3760	Summer M Gos		22-9	J F & Co
D&E Chupra	3954	Henderson	Antwerp	28-9	M M & Co
K Bombay Maru	3398	Evans	Kobe	24-9	N Y Kaiana
M Penrose	2463	Steer	Barrow in Furness	21-9	R A Willis
O Strathendrick	2843	Stewart	Baltimore	28-9	R A Willis
P Weissenfels	2458	Reimirs	Hamburg via K'chi	21-9	W & A G & Co

VICTORIA DOCK.

1 Hermiston...2926 Bain...Genoa ...5-10 T Morrison & Co
2 Olympia...3267 Tait ...L'pool ..25-9 W & A G & Co
3 Fazilka...2698 Williams...Calcutta..23-9..M M & Co
4 Rydal Hall . 2139.....Deaton ...Manchester ...23-9 K N A Co
5 Itola.....3402 Cunninghame ... Calcutta.....22-9 M M & Co
7 Koerber...3157 Foresti...Trieste..1-10 A L S N Co
8 China.....3868 Bargiglean...China.....24-9 A L S N Co
9 Majidi..1857 Newby..Jeddah...23-9 ...B & P S N Co
13 Persia...4198 Haughton...London ..25-9 P & O Co
14 Kola.....510 Ramage...Basreh ..24-9 M M & Co
15 Hindoo.....3156..... Groves .....K'chi ...21-9 J Finlay & Co Ld
16 Baotia.....1613...Collinsono.....Jeddah .....24-9 G Jeewajee & Co

Dock Gate

Fazl.....643 ..... (Repairing)*.....Bo S N Co Ld

H. W. P. D.

Ponani.....752 Hoosein ... B'nager ...22-9 Bo S N Co Ld
Netrawati....693 Cassam ... M'lore ...24-9 Bo S N Co Ld

ARRIVALS.

Sept	Vessel.	Commander.	From
20	Sofala	Murison	Rangoon, Sept 5
	Muttra	Seddon	Calcutta, Sept 3
	Zinnia	Clark	Calcutta, Sept 8
	Gouverneur	Burmeister...	Durban, Aug 25
	Alberto Treves ...	Hefeno	Venice, Aug 23

DEPARTURES.

Sept.	Vessel.	Commander.	Destination.
20	Africa	Jhappell	Basreh, &c
	Linga	Cutbush	Karachi, &c

The following vessels obtained their particlearances yesterday.

Steamer Penrose, Steer for Barrow in Furness.
" Sofala, Babb for Sourabaya.
" Weissenfels, Reimers for Hamburg via Karachi
" Hindoo Groves for Hull via Karachi.

The following vessels began to load yesterday.

Steamer Koerber for Trieste, &c.
" Glenedin for Antwerp, &c.
" Gouverneur for Zanzibar, &c.
" Kola for Persian Gulf, &c.
" Saiara for Calcutta, &c.
" Alberto Trevers for Calcutta.
" Mohamadi for Persian Gulf, &c.

MADRAS.

ARRIVALS.

Aug.	Vessel.	From
14	Landaura	Calcutta
15	Clan Mackay	Galle

STEAMER MOVEMENTS.

The P and O Co's steamer Assaye, left Hongkong, on 18th September.

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Broach	1,432 or thereabouts.
Gujrat	87 "
Harda, Wagors, &c.	545 "
Barsi	207 "
Budhgaum, &c.	204 "
Birar	485 "
Mathia	109 "
Bengal	448 "
	3,517

YARN.

Counts.	400lbs. Bales.	200lbs. Bales.
24	8	"
22½	19	"
W 22	5	"
M 22	40	"
Y 20½	2	"
20½	7	"
20	31	"
20	5	"
20	"	45
20	2	"
20	34	"
20	8	"
18	2	"
16	29	"
16	10	"
16	3	"
16	2	"
14	5	"
13	1	"
12	9	"
12	1	"
11½	1	"
10½	8	"
10½	174	"
10½	1	"
10	1	"
10	4	"
6½	19	"
6½	1	"
6	4	"
4	5	"
3/6	1	"
2/30	"	8
2/20	6	2
2/10	3	"
2/16	41	"
	511	53

R. D. SETHNA,
Liquidator.

Bombay, 20th September, 1909.

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NOTCE TO CORRESPONDENTS.

*** All communications of a literary character should be addressed to THE EDITOR, and all communications regarding Advertisements and Business matters generally should be addressed to the GENERAL MANAGER. Communications should not be addressed to any individual member of the staff.

Postal letters and covers should be addressed Box 209, GENERAL POST OFFICE, BOMBAY.

The Bombay Gazette.

TUESDAY, SEPT. 21, 1909.

RAILWAY REFORMS.

ALTHOUGH Germany looks forward with confidence to the great progress in aerial navigation, it will not yet pin its faith to the idea that the latest thing in transport will ever displace railways. But German engineers find that railways occupy too much room in densely-populated areas, and have come to the conclusion that, in a short time at all events, it will be necessary to separate passenger from goods traffic. With a view to preparing public opinion for a change, Herr August Scherl has written a pamphlet, dealing with the crisis, in the present railway traffic, a new system which will put an end to the crisis, and the economic and social advantages, which it is believed will accrue from its introduction. It is felt that a complete differentiation between goods and passenger traffic will have to be made. The lines will have to be different—the trains different, in fact the passenger line and the traffic line completely and entirely separated and of a different plan. How far British and Indian engineers will agree with Herr Scherl we do not know, but we may hear his scheme fully discussed in the near future. Herr Scherl lays it down as an axiom that the new system for passenger traffic will have to deal with altogether different speeds and much higher ones for passengers than have yet been attempted. For these latter the steam-engine is condemned as useless. Its running at speeds over a hundred kilometres an hour is technically and economically so questionable, that it cannot come into serious consideration at all. The trains of a passenger system, it is contended, would have to be electrically driven, but even then there are further problems to solve. In Herr Scherl's opinion the main line question does not depend so much for solution on type of rolling-stock as on the permanent way construction. The present double rail track is condemned as useless for a regular main line system, as it offers enormous technical difficulties on curves and, furthermore, its upkeep in connection with such high speeds would be so expensive as to endanger the profits of the concern. We are told that the only track possible is the mono-rail and the rolling-stock, the gyrostatically balanced coach.

Of course the writer is looking a long way ahead, but he says he has made experiments in his own laboratory as to the stabilisation of rolling-stock by means of gyrostatic apparatus and has secured definite results. These experiments he proposed to expand in the form of a technical undertaking on broader lines and with a view to the financial aspect of the undertaking, which is of course the one of the main points. He fully recognises that the new system must be fast, safe and comfortable, and these conditions, in his opinion, would be fulfilled by the new mono-rail. If it were adopted the desired speed would be attained, a free development of the coach is practicable and the ease and comfort of the passenger could be ensured. Moreover it is urged that a good system should not only connect a few points, but also be able to serve the surrounding area—which problem would be solved by the proposed system by means of an organically interconnected network. A system of two hundred kilometre railways would connect the main points and a second smaller network of hundred and sixty kilometres would join these, while a third network of slower local railways would serve as feeders for the second network, automobile services finally drawing in every village and hamlet. Herr Scherl lays it down that the service on these networks would have to be regular and frequent, that the unbearable waiting from which we suffer nowadays may disappear. In his pamphlet the projector draws plans illustrating his scheme and showing how the lines would eventually communicate with a central station after crossing at the junction points of the radial and circular railways. The overhead system would of course have to be very extensively resorted to and, in the words of the projector, "the viaduct of the new railway would run untravelled over the sea of houses, the great city—as the crow flies from station to station, from suburb to suburb; now over narrow courts and dingy houses, now over streets and squares with wide-spanned brides; trains would flash hither and thither at express speed, without noise, without vibration, for the whole viaduct would be entirely cut off from neighbouring houses and buildings." All the radial lines would meet in the lofty heights of the central station, the hub of the town's business and numbers of elavators supply the connection between street and platform. Herr Scherl has gone into most minute detail and would have shops in its archways, anything and everything to bring grist to the mill.

Of course the scheme sounds impracticable, but not more so than the first railway scheme ever propounded, and it may be that the opposition to the substitution of the mono-rail for double rails for passenger traffic may be such as to delay the achievement of Herr Scherl's scheme for some years to come. But the present railways grew out of opposition, and it will be remembered that when the first line in this country, between Bombay and Thana was opened, the Governor of that day was so bitterly antagonistic to the scheme that he declined to have anything to do with it, and it fell to the lot of the acting Chief Justice to perform the inaugural ceremony. But the line prospered nevertheless and grew. What seemed futile and worse between fifty and sixty years ago is an established and profitable fact to-day, and the adoption and successful working of the new system would be no greater marvel than that of the other. It may be in Germany that the first movement will be made for in Berlin, and in some of the industrial centres of Westphalia and the Rhine valley the railways do not afford the facilities which are demanded of them. Coal often lies about unearried and whole shifts of work-people shut out of industrial establishments simply because the railways are not capable of dealing with traffic. Goods traffic has perforce to make way for passenger traffic, hence the necessity for separating the two has forced itself upon the attention of railway engineers. Goods traffic contributes three-quarters of the net income of the railway companies, and as the chief source of profit it cannot be expected to submit to be relegated to second position. Meantime, however, all that Herr Scherl asks is that with the necessity for a change and an improvement in the handling by traffic, his suggestions shall receive due consideration. Passenger traffic on present lines is at least a poor business, but it is capable of improvement, and it may be that Herr Scherl has discovered the best means of bringing that improvement into being. He is at pains to demonstrate that the scheme would pay, and so it appears possible on paper. Probably when the fuller experiments he proposes to make, are fully reported upon, we may hear of a movement in Germany with a view to the adoption of Herr Scherl's ideas.

THE SAILOR'S SUNDAY.

SOME interesting correspondence has been issued by the Board of Trade in regard to proposals for limiting the Sunday labour, which has to be performed by officers and men on British merchant ships while lying in port. The question was raised during a debate in the House of Lords, and the Board of Trade immediately began to consider whether any steps were practicable. The object was one with which one is bound to sympathise, for the sailor who has his duty to do day in, day out, while his vessel is at sea, is entitled to as many Sundays as it is possible to give to him while his vessel is lying in port. Jack Tar is a hard worked-man, and as a rule the few holidays he gets he is thoroughly entitled to. The Board of Trade, however, soon discovered that the matter was not so simple as it at first appeared. Their letter, which was addressed to the Chamber of Shipping of the United Kingdom, the Shipping Federation and the Liverpool Steamship Owners' Association, suggested that "any reasonable ground for dissatisfaction might, to a considerable extent be removed, if officers and crew of a vessel received extra remuneration in cases where work on Sunday in port was found to be essential." The payment of such extra remuneration was, to a large extent, the general practise, and they asked if there were any objection to the insertion of a stipulation in the printed form of agreement, providing that the officers and crew should receive pay at a stated rate per hour when called upon to perform work in port on Sunday. The bodies addressed soon took serious objections and stated them vigorously. Their practical experience, said the Chamber of Shipping, led them to believe that the officers and men were as a rule so desirous of receiving extra pay that if such a hard and fast clause, as that suggested were to be put into ship's articles, the work of the ship would be planned so as to make Sunday work a necessity. Thus the object of the measure would be defeated and the new stipulation in the agreement would have the opposite effect to that intended. That seems a very plausible argument, although so bluntly stated it sounds a little harsh. However, extra pay has a universal attraction for weak human nature, and no doubt in a large number of cases, though not in all, the effect would be as described by the Chamber. The Shipping Federation adopted a different line of argument, that the British shipping trade being carried on in close competition with foreigners, whose expenses in wages food and other matters are substantially less, the shipping trade was not in a position to support any additional burdens. The Liverpool Steamship Owners' Association supported the argument of the Chamber, and apparently the Board of Trade have been satisfied that the practical difficulties are too great to admit of their proposal being carried further. Sunday labour is now voluntarily restricted as far as possible by the best firms, and where they find it unavoidable they allow extra payment. With this knowledge the sailor must rest content at present.

AN ATLANTIC PERIL.

THOSE whose business or pleasure has taken them across the Atlantic this summer, have been experiencing a somewhat novel sensation in seeing a regular fleet of icebergs. There is always a slight danger that ships may meet icebergs when the breaking up of the Arctic ice takes place, but ten years ago the route of the New York ships was changed by an International Conference to two hundred miles south of the old line. This was caused by the frequency of accidents. The Canadian liners, however, have to take a northern route and it is on the passage through Belle Isle Strait that the danger is greatest. Why the ice should be more in evidence this year than usual has not yet been explained, but a record was probably established recently when a ship in twenty-four hours, in a trip from New York to St. John's, Newfoundland, counted a thousand bergs. The effects of the ice are not confined to danger to liners however. Navigation along the Canadian route has been seriously hampered and Belle Isle Strait has been closed for an unusually late period. The fishing fleet from Newfoundland, numbering 1,500 vessels and employing some 25,000 people, has been unable to enter Labrador waters so far. Even on the section of the Newfoundland seaboard from St. John's to Cape Race bergs are so abundant that fishing operations are practically suspended. As the Labrador fishery represents one-third of the annual catch of cod by the people of Newfoundland, it can easily be seen how serious the situation is. On the Grand Banks, too, the trawlers are hampered not a little by the presence of bergs and floes there and all the big liners are obliged to slow down in passing, lest they impale themselves. Such a phenomenon as the present has not occurred since 1863 although there was great loss of shipping in 1890 when several vessels bound for the Grand Banks totally disappeared. An explanation of the cause of the present prevalence of bergs would probably be far more interesting and certainly of more value than wild dashes for the Pole which seemingly benefit no one except to secure for the explorer a good income as a lecturer.

THE P. and O. Company's s.s. "Egypt," with the outward mails of the 10th instant, left Aden at 11 a. m. on Sunday and is expected to arrive in Bombay at 5 a. m. on Friday next.

THE goods traffic on the B. B. and C. I. Railway for the week ending 28th August, shows a decrease on the corresponning week of 1908 of 44,348 maunds with an increase of Rs. 9,612 in the earnings.

MR HARRY THAW, who is back at Matteawan Asylum, has been appointed librarian of the institution.

FIFTY British sailing vessels and nine steamships were lost during August, according to a Board of Trade return, the loss of life being fifty-five.

H. M. S. "NUBIAN," a new 33-knot destroyer, has been handed over to the Admiralty by Messrs. Thorneycroft and Co. two months before the contract date.

A LEAGUE has been formed in Berlin with the object of obtaining the prohibition of advertisement placards which disfigure the scenery on a railway journey.

SIGNOR Boni, a Roman excavator, says he has found traces of lifts, like the modern elevator, in the Forum and the Coliseum. They were only used, he says, by slaves and prisoners.

DIAMONDS worth £20,000 lost by a wealthy New York lady on an Erie ferry-boat, have been found among the playthings of an Italian baby in New Jersey, whose parents picked them up thinking they were glass.

BEFORE the next Territorial training season it is hoped the whole of the infantry will be armed with the new charger loading rifle, states Mr. Haldane, who adds that the issuing of the rifles will be commenced "very shortly."

A SCHEME of wide importance is in process of adjustment at Glasgow, where by the leading Scotch coal exporters will be asked to combine with a view to reducing the working costs inseparable from the export of coal.

A FARM labourer who, returning home in a state of intoxication, fell asleep in the middle of the road near Ostrau, Austria, met with a terrible death. During the night a regiment of cavalry rode over the spot without noticing the unfortunate man, and he was found on the following morning trodden to death.

IT is stated that the new Cunarder to be built by Swan, Hunter, and Wigham Richardson will be an intermediate steamer of about 20,000 tons, after the style of the "Caronia" and "Carmania." She will be engaged in the Liverpool Boston service and between New York and the Mediterranean.

THE use of wireless telegraphy on the Dover-Calais Channel steamers has been inaugurated, the first steamer equipped with the Marconi system being the turbine "Empress." All the South-Eastern and Chatham Railway Company's Channel passenger steamers are to be similarly equipped on the Calais and Boulogne routes. The Dover-Ostend steamers have employed the system for several years.

UNDER THE SOUTHERN CROSS.

THE NEW GOLDFIELD.

Immigrants for Australia.

(FROM OUR CORRESPONDENT.)

*MELBOURNE, SEPTEMBER 6.

THE Government are wise in doing all in their power to render accessible the routes to far-away Tanami. At present the most accessible tracks to the newly-discovered goldfield are those through Western Australia. It is true that the claim discovered by Mr. Lawrie and his companions is 40 miles on the South Australian side of the boundary of the neighbour State, but the Territory is a country of such magnificent distances that it is still 600 miles from Port Darwin, and much of the journey thither is through a sandy desert, where long stages have to be traversed without water. If, as there seems very good reason to hope, the gold found at Tanami proves permanent and profitable, there will be a steady influx of miners and prospectors. Nothing else allures the enterprising man like the glitter of the precious yellow metal. The Government Geologist, who is known everywhere as a particularly cautious man, is more than usually sanguine in his references to the possibilities of Tanami, and there is the actual fact of the discovery of hundreds of ounces of gold from the claim already pegged out, although it is worked in the most primitive manner. As at Kalgoorlie in the early days dry-blowing has to be resorted to with the object of separating the gold from the material in which it is found. The Government have lost no time in dispatching well-sinkers to the field, but the process of providing wells on the tracks is necessarily long and tedious. Still, unless water is found and made accessible it will be impossible for more than a very few men to establish themselves on the field, for the available supply now does not exceed 50,000 gallons and it is contained in two rockholes, which are filled by rain, and are not fed by springs. Miners are courting disaster if they press to the locality before the water-finders have done their work. It is good to be assured that it will not be necessary to dig very deep wells at Tanami itself, but the task of keeping the routes open for travellers may be more difficult. A big mining community needs to be fed, and in order that may be rendered reasonably cheap and other necessities of life may be obtainable by the ordinary worker, the stages without water must be reduced to considerably less than 100 miles. The promise of an auriferous future has hovered above the Territory for over a quarter of a century, but although many thousands of ounces of gold have been raised there, nothing that can be described as a permanent goldfield has yet been established. There is a universal hope that Tanami may be the long sought El Dorado.

When the Government Geologist (Mr. H. Y. L. Brown) left the Tanami goldfields, about the middle of June, there were only eight men at the place, but the attraction of the rich finds which have occurred there has probably drawn scores more to the locality by this time. The only water available when Mr. Brown left was in a rockhole about 20 feet deep, which was shaped by nature like a well. When that was exhausted, unless in the meanwhile native springs had been found, or water had been obtained by sinking, the enterprising prospectors would have to fall back on Sturt Creek nearly 150 miles away. The South Australian Government have arranged with Mr. T. H. Pearce, of Willeroo station, to take a well-sinking party with him and open up a route through the Territory to Tanami, as at present the most accessible track is by way of Western Australia. Mr. Pearce is to leave Willeroo to-day, but it will be some weeks before the arrives at his destination. It is not known to what depth he will have to sink in order to get water at Tanami, but it may not be more than 20 or 30 ft. The present rockhole is about three miles from the claim worked by Messrs. Lawrie and Latimer. When the track has been opened up it is probable that large numbers of people will flock to the field. For a long time, however, the carriage of passengers and stores must be by pack horses or camel. An enterprising Queenslander started to run a coach through from the Pine Creek Railway to Tanami, but he found the rough granite ledges so much of an obstacle on the track that he abandoned the vehicle, and had to resort to horses. Mr. Brown will shortly publish a full report of his journey to Tanami, and an exhaustive description of the gold-bearing country. He has brought several boxes of specimens of the rock formations of the district to Adelaide and these will be assayed.

NORTH QUEENSLAND.

The pastoralists of Northern Queensland, according to latest advices, find themselves in an extraordinary position. There has been a good season, and consequently a large increase in the flocks—so large in fact that the surplus stock cannot be got rid of at remunerative prices. For example, 2,640 sheep from Talleyrand carrying four months' wool, have been sold to the Central Queensland Meat Export Company at a shilling a head. Another lot of aged ewes were trucked to Rockhampton for sale, and the owner in his returns, received less than he paid the railway for freight. Before the last drought there were 21,000,000 sheep in Queensland; to-day there are under 19,000,000. The outlet for surplus stock has hitherto been found in the meat extract and boiling-down works. Tallow and wool are much dearer now than ever, yet even after the drought owners received full value for their sheep. The owners of the boiling-down establishments say they cannot obtain butchers sufficient to treat consignments large enough to support the works, and, whereas they paid 12 per 100 in 1898, men cannot be engaged now at a less rate than 20 per 100. The owners of surplus sheep are quite willing to pay this, yet the proprietors of the works keep their establishments closed, and the Meat Export Company has also closed down. The consequence is that many owners are killing their surplus stock on the station, sending the skins to market and burning the carcases. Thus a great deal of tallow and meat is wasted.

AN INTERESTING RELIC.

There are few more interesting relics of great men in South Australia than a vehicle which may be seen in the yard of the hotel at Lake Wangary, on the West Coast. Lake Wangary is a village about 24 miles west of Port Lincoln. The hotel there was for some years kept by the late Mr. Hawson, and subsequently by his widow. She relinquished the business at the beginning of the present year, and tried in vain at the sale which was held to dispose of the vehicle in question. Since then it has been standing in the open air, because nobody attaches much value to it as a vehicle. It is, however, the actual conveyance in which for years the late Lord Byron used to drive about London. Mr. Hawson went to London for a trip 40 years ago and he attended a sale by auction, at which the old-fashioned barouche was offered. Being anxious to own the relic of the great poet, who died in 1824, he purchased it, although it was old and decrepit at that time. He brought it to South Australia, and took it to the West Coast, where it has remained ever since. It was repaired and used for some years, but now is of value only on account of its associations. On each axle-box there is the name of the makers of the vehicle—Messrs. W. and W. H. Taylor, 5, Brock-street, London, and on each side of the barouche and at the back appear the motto and coat of arms of Lord Byron. A prominent citizen offered Mr. Hawson £50 for the relic some years ago, but he refused the offer, and it is understood that the same gentleman is now negotiating for its purchase for presentation to the museum.

STEAMSHIP PROTECTION ASSOCIATION.

In reference to a cable message, stating that the Liverpool and London Steamship Protection Association had given notice to the Australian and New Zealand steamship companies of its intention to refuse renewals of their entries after February 20 next, the Secretary of the Steamship Owners' Federation to-day said that the Australasian tonnage which was to be excluded from the benefits of the Association amounted to approximately 389,644 tons so that the liability transferred to Australian and New Zealand shipowners would be about £3,506,796. This was a risk of such magnitude that it was regarded with the gravest concern by all those interested. Unfortunately the tonnage owed in Australia and New Zealand was too limited to form similar clubs here. The decision, therefore, which the Protection Association had arrived at to exclude Australian and New Zealand tonnage because of the ever-increasing burden of legislation dealing with shipping placed his members in such an extremely serious position that the whole matter would have to become the subject of the most careful consideration.

TRADE WITH THE UNITED KINGDOM.

The Premier of Victoria (Mr. Murray) has received a despatch from the Agent-General, concerning Australian trade with the United Kingdom. The Board of Trade returns, Mr. Tavernor says, show that Australian exports to the United Kingdom during 1908 were valued at £29,074,112, and the imports from the United Kingdom to Australia for the same period were valued at £25,661,023, of a total trade of £54,735,135. The total of Canadian trade with the United Kingdom for the same year was £40,500,115, of which £26,287,668 represented exports to Great Britain and £14,212,447 imports from the United Kingdom. The excess of the Australian trade was thus £14,225,020, or 35 per cent., over that of Canada. Considering the extent to which Canada is advertising in London through a High Commissioner and six Agencies, all backed up by two railway companies, Mr. Tavernor says that he thinks that Australia is "alright."

IMMIGRANTS FOR AUSTRALIA.

During the past couple of years thousands of immigrants have come to Australia from Great Britain with the object of seeking a better livelihood. A representative of "The Advertiser" on Monday morning happened to step into the Tourist Bureau, where he encountered a number of immigrants in earnest conversation with the officer there. Upon enquiry it was ascertained that they belonged to the F.H.S. and B. steamer Ayrshire, which arrived at Port Adelaide from Liverpool on Saturday, and were making their way to the eastern States. They were sturdily-built men, who appeared capable of doing any kind of work. There were 166 immigrants on board the Ayrshire when she reached Port Adelaide, and of these only three disembarked. All except two had booked their passages to Melbourne, Sydney, and Brisbane. Several of the men were so enraptured with Adelaide upon their visit, that they showed an anxiety to remain here. "Of course," remarked one, "if only we could obtain employment here we would gladly remain." The majority of the immigrants are Scotchmen, and there are some Irishmen, who have had experience in agricultural work, whilst a large number are tradesmen. Most of the men are single, and they declared they were willing to take any work that was put before them. Some are assisted immigrants and have come out with small capital. Others, who had booked their passages to Melbourne and Sydney, had forwarded drafts to those places, and would draw upon arrival there. "What induced to emigrate to Australia?" one of the men was asked. He replied that he had heard of some friends who had already emigrated to Australia having met with success; in fact, some of the men who had come to Australia had informed their friends in England that they did not wish to return. One of the passengers who disembarked at Adelaide intends to follow up gold mining pursuits in Western Australia. What States do you hear most about in England was another question put to the men, and they replied that New South Wales and Queensland were the two States that were best known throughout Great Britain. These two States were advertised the most by shipping agents and the emigration office. Much information in a condensed form was supplied to the men, who questioned the Tourist Bureau officer on almost every conceivable subject concerning South Australia.

WILD DOGS.

Settlers in the Loxton district and to the west and south of it between the left bank of the Murray and the South Australian border are greatly troubled with wild dogs. The ravages of the animals have been responsible for severe losses of lambs, and so serious has the position become that many graziers shepherd their sheep. This state of affairs is retarding the advancement of a wide district said to be eminently suited for the pastoral industry. The only remedy appears to be the erection of dog-proof fencing, combined with the adoption of systematic efforts to destroy the dogs. The landholders of the Loxton district have already made a move in the matter, and a petition has been sent in the Commissioner of Crown Lands for the presentation to Parliament, asking for the construction of a dog proof fence, which would run from the south-west corner of the hundred of Pyap eastwards to the South Australian border (which is already netted), and northwards to the banks of the Murray. The proposed fence would be 54 miles in length and it would prevent wild dogs from entering the settled regions from the rough country adjacent to the railway line. A further suggestion has been made that the residents of the adjoining district to the west of Loxton and between it and the River Murray should follow suit. Only 44 miles of fencing on the south would be required, for though the area to be enclosed is much larger, the river would form its boundaries on the west and north, while the Loxton fence would safeguard it on the east.

AUSTRALIAN BUTTER IN LONDON.

A deputation from the Victorian butter factories waited on Sir Robert Best, the Minister for Customs, to protest against the proposal to reduce, under the Commerce Act, from 16 to 14 per cent, the amount of moisture allowed on superfine butter for export. Sir Robert Best, in reply, said that the Department was only actuated by the desire to do the best for producers. Very strong remarks had been made about the excessive moisture in Australian butter, and Mr. Crome, the Victorian dairy expert, had reported that short-weight boxes were increasing owing to the loss of excessive moisture. During 1907-8 short weight totalled 271 tons or 2·24 per cent. of the total quantity for export. In the previous year short weight butter was only 1·08 per cent., and the year before that it was 87 per cent. New Zealand butter, which secured a better price in London than Australian butter, averaged only 11·7 per cent. of moisture. In conclusion, he asked the delegation to reconsider the whole position.

OVERSEA TRADE.

Official figures were issued on Friday showing the oversea trade of the Commonwealth during July and a comparison with the same period in 1908. Imports of merchandise diminished by £702,655, whilst exports shrunk by £148,909, owing to lessened shipments of gold, merchandise alone having increased by £182,234. For the first seven months of the current year imports of merchandise diminished by £1,305,396, and, inclusive of gold the shrinkage in imports is £1,282,796. Exports, other, than gold, show the substantial increase of £4,306,548 over last year's figures, but the reduction in bullion shipments makes the net expansion in exports £1,176,080. The only chief products that have

THE FIGHT FOR THE BUDGET.

REPORTED REDUCTION OF INCOME TAX.

A Mysterious Deputation.

[THROUGH REUTER'S AGENCY.]

LONDON, SEPTEMBER 19.

The *News of the World* states that Mr Lloyd-George will to-morrow announce in the House of Commons substantial concessions to land-owners under the income-tax provisions of the Finance Bill. This is the outcome of Mr. Lloyd-George yesterday receiving a deputation of land-owners headed by Lord Onslow, who acted as peacemaker.

The deputation submitted a scheme of concessions which, it is believed, will lead to an understanding between the Government and the House of Lords.

LONDON, SEPTEMBER 20.

While Mr. Lloyd-George admits that he will make a statement to-day which he hopes will remove the grievances of agricultural landlords, Lord Onslow denies the statement made by the *News of the World* so fas as he is concerned.

MULAI HAFID'S ATROCITIES.

Insult to Pretender's Body.

LONDON, SEPTEMBER 20.

The report of the execution of the Pretender has increased the indignation in Paris against Mulai Hafid, which has been aggravated by a statement that the execution was carried out on the morrow of the protest by the Consuls against the treatment of prisoners. It is stated that the body of the Pretender was dismembered in the presence of the Sultan's harem and thrown to beasts kept in the Palace

FOULING THE FRENCH FLAG.

Anti-Militarist Jubilant.

LONDON, SEPTEMBER 20.

The French public is intensely moved by the incident which occurred at Macon after the manœuvres, when the flag of a regiment quartered there was stolen during the night from the barracks and thrown into a latrine.

At a meeting in Paris, yesterday, Herve, the leader of the Anti-Militarists, glorified in the deed and hoped that the whole idea of patriotism would be similarly befouled.

THE MULLAH ACTIVE.

Friendly Tribe Attacked.

LONDON, SEPTEMBER 19.

Reuter wires from Aden that Somaliland Mullah's men have attacked a friendly tribe, killing many men and looting a number of cattle.

BRITISH BATTLESHIP MISSING.

Feared Effect of a Typhoon.

LONDON SEPTEMBER 20.

Reuter wires from Shanghai, that H. M. S. "Clio" left for Hongkong on the 11th September and is now five days overdue. H. M. S. "Astrea" has gone in search of her.

A typhoon has been raging for five days but has now abated.

THE MURDER OF MRS. LUARD.

Arrest after Many Months.

LONDON, SEPTEMBER 20

A man has been arrested at Maidstone in connection with the murder of Mrs. Luard in August last year.

A STATUE TO LORD KITCHENER.

Support in England.

LONDON, SEPTEMBER 20.

The *Standard*, this morning publishes an article, again calling attention to and supporting the Calcutta fund for the statue to Lord Kitchener.

THE AUSTRO-HUNGARIAN NAVY.

Great Reduction in the Estimates.

LONDON, SEPTEMBER 20.

The Austro-Hungarian Ministry has reduced the naval estimates by £1,160,000.

CROPS IN ENGLAND.

Improving Outlook.

LONDON, SEPTEMBER 20.

The dry weather during the last few days has done much to retrieve the ruin of the crops caused by former prolonged wet.

LADIES AND THE COLLEGE OF SURGEONS.

Diplomas to be Conferred.

LONDON, SEPTEMBER 20.

Mr. Herbert Gladstone has approved the regulations for conferring the College of Surgeons' diplomas on women.

BOMBS IN BARCELONA.

Eight Explosions.

[THROUGH REUTER'S AGENCY.]

LONDON, SEPTEMBER 20.

Eight bomb explosions have taken place in the streets of Barcelona since the 17th of August.

On the 30th ultimo, Francisco Ferrer, the redoubtable Anarchist, who is alleged to have been implicated with Moral in the Calle Mayor outrage, on the occasion of the wedding of King Alfonso, was handed over to the Civil Governor by Formaten, the public guard of the village of Alella, about thirty kilometres from Barcelona, where Ferrer was arrested.

Ever sincee the revolutionary outbreak in the last week of July, three warrants, one from Barcelona, the other from Mataro, and the third from Premia were issued for the arrest of Ferrer. According to the story of a certain section of the Continental Press, Ferrer had fled to Belgium, passing through France. The Press of the Continent went so far as to say he had gone to Belgium for the purpose of buying arms and organising a fresh outbreak.

It now traspires that Ferrer never left Cataluna, but hid himself in a cave he had dug under his country house at Mongat. All inquiries made of him at Mongat were replied to by a lady friend. To her alone the existence of the cave was known, and she was in the habit of keeping watch night and day over people approaching the country house, and apprised Ferrer of the presence of anybody, when he immediately ensconced himself in his cave.

Ferrer was arrested in the following way:—Sereno, the night porter at Alella, noticed a tall, clean-shaven, intelligent-looking man passing early one morning, and asked him whence he came. The man, who was Ferrer, became insolent, and Sereno called for the public guard on duty, who immediately came to his assistance. The public guard, being suspicious, interrogated Ferrer, who immediately confessed his identity.

Ferrer had always been known as affecting a long grey beard and moustache, and had shaved off both to elude the police. The public guard lost no time in procuring a country carriage, known as a tartana, and ordered Ferrer to enter. Both then drove to Barcelona, where Ferrer was handed over to the Civil Governor, who, after close examination of Ferrer, gave orders for him to be taken to the Carcel Modelo where he now is.

The arrest of Ferrer is the subject of general comment by the whole population of Barcelona.

The Minister of the Interior confirms the arrest of Ferrer at Alella, and adds that after his arrest, Ferrer said he had no intention to escape, because he knew his presence before the authorities was requested. He was taking certain dispositions before giving himself up, and urged that he should be allowed to go free again, as private affairs claimed his attention for the present.

Further, the Home Minister stated that Ferror had some business to transact in the branch Bank of Spain at Barcelona. A few days ago a lady presented herself at the bank, inquiring whether a financial transaction could be carried out by her without the presence of Ferrer himself. She was told it could but that Ferrer's signature was necessary to legalise the transaction.

She left, and returned two days after, accompained by a brother of Ferrer, with powers to sign for the latter, and the transaction was completed. It was this transaction, the Home Minister belives, that led the authorities to suspect that Ferrer had not left for the Continent, but was in hiding somewhere in Cataluna.

THE FATE OF S. S. "WARATAH"

Supposed to be Destroyed by Fire.

[THROUGH REUTER'S AGENCY.]

LONDON, SEPTEMBER 20.

Lloyd's Agent at Manila telegraphs that the British steamer "Harloem" reports that she passed on 27th July, 180 miles from Durban, a vessel on fire, The name was not discernible and she was afterwards destroyed by an explosion. The vessel is supposed to have been the "Waratah" with her cargo on fire.

THE GRECIAN CRISIS.

More Reassuring Situation.

LONDON, SEPTEMBER 20.

The situation in Greece has improved owing to the withdrawal of M. Theotokis' resignation of the leadership of the majority in the Chamber, and of his declaration that he will leave his colleagues free to vote for reforms according to their own judgment, It is also reported that the King, acting on the advice of the Powers, has abandoned, for the present, his intention of abdicating,

MR. TAFT ON TOUR.

Compliment to Japan.

LONDON, SEPTEMBER 20.

President Taft is starting for a twelve thousand miles tour in the Western States. He was met at Minnsapolis by fifty Japanese commercial commissioners.

Speaking at luncheon, the President paid a tribute to Japanese industry and patriotism. He toasted the Mikado as a warm and sincere friend of America and scouted the idea that there would ever be the slightest trouble between America and Japan.

PEARY'S POLAR EXPERIENCES.

Relics of Previous Explorers.

LONDON, SEPTEMBER 20.

The members of Peary's expedition discovered some remarkable relics of previous explorers.

Greely's camp in latitude 81-44 is still standing. They dined off potatoes and pemmican which had been abandoned a quarter of a century before. They found a hymn book and other relics of Lieutenant Kislingbury, who was lost with sixteen companions, and the remains of the ill-fated Polar expeditions of 1870. Cartridges left by Nares in 1876 were still in good condition.

THE IN-COMING MAIL.

ADEN, SEPTEMBER 19.

The P. and O. S. N. Co.'s steamer "Egypt," with the English mails of the 10th instant, left for Bombay at 11 a.m. to-day.

INFORMATION has been received to the effect that the danger of further flood damage on the Indus above Sukkur has passed away.

THE RAILWAY CONFERENCE.

President's Address.

(FROM OUR CORRESPONDENT.)

SIMLA, SEPTEMBER 20.

At the Railway Conference at Simla, the President, Major Hoskeyn, addressed the meeting as follows:—

"In accordance with the practice which is customary when there is no cold weather meeting of the Conference, Major Shelley was elected President for the current official year by circulated vote after the Secretary had ascertained from each Agent and Manager whether he was willing to accept office for the year. As I am acting for Major Shelley as Agent of the Bombay Baroda and Central India Railway, I fill his chair at this meeting of the Conference in accordance with resolution No. 45 of 1904. In compliance with the suggestion made at last year's meeting, an annual report has been issued by the Secretary dealing with the work done by the Association during the twelve months ending 30th June, 1909. This is already before the delegates and it, therefore, dispenses with the necessity for reviewing it in the opening address inasmuch detail as hitherto. These reports will, it is hoped, form a convenient record of the development of the Association for which reason it is considered desirable, that they should be printed as appendices to the proceedings of the annual meetings. The number of Railways, parties to the Association, has remained the same during the year, but we lose the membership of the Calcutta Port Commissioners. The conditions of this body are, of course, different from those of ordinary railways and our regulations are sometimes not applicable to their circumstances. But Messrs. Martin and Co., the Managing Agents of several light railways, viz., the Howrah-Amta, Howrah-Sheakala, Baraset-Basirhat and Bukstiarpur-Behar Railways, have applied to be allowed to join the Association as one member with one vote. As these Railways are all under one management, this request will probably be acceded to when put to the present Conference.

"The Tariff Simplification Committee in their report have drawn attention to the desirability of other small lines which have through booking arrangements, joining the Association and accepting its regulations. The report shows that considerable progress had been made with the more important questions dealt with during the year.

TARIFF SIMPLIFICATION.

"A uniform classification and tariff have now been framed which, together with the reports of the Tariff Simplification Committee, have been placed before the Railways with proposals for their general adoption from a date to be fixed at this meeting. Nearly all the replies received from the Railways have been very satisfactory and the small bulk of the exception lists which have been received up to date show that a great advance in the direction of simplification and reduction in the bulk of railway in tariffs has already been attained. A minor, but not unimportant benefit, resulting from our progress in this matter is the saving in the amount of the printing bills in connection with the present tariffs which it is estimated will, for many Railways, parties to the Association, amount to more than their share of the total annual cost of the Conference. This Committee had also completed the draft of the revised rules for the carriage of explosives on the lines approved by the Conference at the meeting of 1908. These rules were, however, objected to by the Railway Board, who require that they should be framed to include all the detailed regulations regarding packing, etc., which do not concern the Railway staff, proposals for the omission of which had previously been approved. These orders have necessitated a complete revision of the rules. This revised draft has been prepared by the Secretary and approved by the Tariff Simplification Committee, and it has been again submitted to the Railway Board. When approved and printed it will be circulated to the Railways. The Conference will also be asked to approve the rules for the Standing Tariff Classification Committee, referred to in the Committee's report. Monthly station accounts have been generally introduced except in Burma during the year and the minor difficulties incidental to such an important change are now believed to have been successfully overcome. A few minor modifications of the rules are on the agenda for the present meeting and these will, it is thought, be easily disposed of.

MUNICIPAL TAXATION OF RAILWAYS.

"As explained in the report, the Railway Board has expressed the inability of Government to modify the terms of resolution No. 9977, dated the 29th November, 1909, as requested in the representation submitted by the last Conference but have stated that they would be prepared to take into consideration detailed statements of hardships suffered by railways if submitted through the Association, the Railway Board has now asked that this representation may be expedited and some of the Boards of Directors have also directed that the rule as to six months' notice may be waived to enable this question to be again considered at the present meeting. It will be suggested, therefore, that a small Sub-Committee be appointed to approve a draft of a letter to be addressed to the Railway Board. This letter will then be laid before the Conference for approval. I may also draw your attention to the fact that the question has been under consideration in the United Provinces by a Committee of which the Secretary was a member. The report of this Committee which is still under the consideration of the Lieutenant-Governor, has recently been published and furnished to the Railways concerned. It contains a general review of the history and principles of railway taxation and proposals for an equitable settlement of this question which is everywhere a difficult one. But, of course, the conclusions which the Government will draw from this report are not yet known.

RATES AND CONDITIONS FOR MILITARY TRAFFIC.

"The revised rates and conditions for military traffic have now been practically disposed of for the time being. A few minor difficulties only have been entered on the present agenda, which will not, it is thought, take up much of the time of this meeting. The Military Department have asked through the Railway Board that this Conference may consider whether the new rates and conditions are to be made permanent, but as this is dependent on the financial results of the working for the year 1909, the figures for which are not yet available, it will be for the Conference to decide whether the question is to be taken into consideration at this meeting or held over until next year. The Army Department have offered the services of Major Vaughan and Captain Joslin to assist us during the discussion of this question. The Conference is also asked by the Military Department to consider the proposals first put forward by Major Young at the last meeting for the grant of a concession in fares to military officers travelling under any circumstances at their own expense.

THE SAFETY OF PASSENGERS IN TRAINS.

"The measures proposed by the last Conference to secure the safety of passengers in trains have been duly approved by the Railway Board and have already been largely given effect to. The question of the rates for hire and the maintenance of telegraph lines has been again put on the agenda, as although the Association has not been favoured with any reply to its representation put forward at the 1907 Conference, revised terms of general application have been notified by Government. It is considered that these do not entirely meet the equities of the case and it will be for this meeting to decide if any further action shall be taken in the matter. Among matters dealt with at the last Conference which are still before Government and on which no orders have yet been communicated, may be mentioned the Railway Police Committe's report and the question of reserve accomodation for high officials. Another matter in which the Railway Board has expressed itself unable to accept the views of the Conference and which has, therefore, been entered again on the agenda, is that of the responsibility of Railways for

THE WAREHOUSING OF GOODS.

The Railway Board has made certain alternatve suggestions which will have to be considered. These suggessions were only received in April last, but it was considered advisable that they should be dealt with at this meeting in view of the fact that this question was already before the Conference, although the full six months' notice of entry in the present agenda could not be given. It is, of course, for the Conference to decide whether the subject can under these circumstances be taken into consideration. The Committee of the Loco and Carriage Superintendents, under Mr. Sarjeant's Chairmanship has been busy during the year and the annual report contains a statement of the work on which they have been employed. Some of these matters have already come to fruition and are now to be submitted to the Conference for confirmation, but the majority have still to be dealt with at the meeting of the Committee to be held in Decemher. The proceedings of this meeting will be submitted in ample time for consideration by Railways and, where necessary, by the Boards in London before the next meeting of this Conference in 1910.

"Among the more important of the remaining subjects on the agenda for the present meeting may be mentioned the following:—

"Proposal to increase the rate of hire on goods stocks working on foreign lines. This question comes up year after year without any progress being made. But there are other possible methods of meeting the divergent views of Railways, besides that of altering the rate of hire, such for instance as to amend the rules for the equalisation of stock, and it seems advisable to subject the question to a more thorough examination than can be done during a hurried meeting of the Conference. It is proposed, therefore, to appoint a Sub-Committee to examine the question during the cold weather and see if it is possible to arrive at proposals likely to be generally acceptable for submission to the next year's meeting. Full details of the remaining questions before the Conference are given in the agenda and the proposals will be laid before this meeting as to how the cases shall be considered in full Conference or by Sub-Committee. In the present Agenda the only questions which have not been circulated with the full notice are Nos. 36 to 37, 39 and 40. The Conference will have to decide in each of these cases whether they can taken into consideration. Some of them had been previously before the Conference and in each case the papers before the meeting show why the subject has been entered on the list. As delegates are aware, the Railway Board recently asked for the views of Railways upon a proposed revision of the general rules for

RAILWAYS UNDER CONSTRUCTION.

with the request that the reference might be treated as urgent. A very considerable number of objections and criticisms have been received in regard to these rules and it is proposed that they should now be dealt with by a small Committee of officers with construction experience. It will be for this Sub-Committee to decide whether they can deal with the matter during the present session or whether more time is necessary, in which case the approval of the Conference to their report will have to be obtained in circulation. Major Lethbridge of the Ishapore Rifle Factory has asked that his patent vacuum-door, lock and valve may be inspected by the delegates during the sitting of the Conference. The apparatus has, I understand, been set up at the Railway station and the papers connected therewith are in the Conference room.

"The agenda for the present meeting is not so portenously heavy as was that of last year. The list then contained 66 subjects. We now have 39, one having been withdrawn. The numbers in previous years were 1907, 33; 1906, 56; and 1904, 22. At the last meeting there was a strong feeling that the work was excessive for the time available and that much of it was work which should not occupy the time of the Conference, and could be equally well done when the Association is not in session. Besides saving the time of the Conference, the latter method has the advantage that it tends to the prompter despatch of business hence Resolution 134 was passed providing for references to the Standing Committee. Sixteen questions which would have taken several days of this Conference have been referred under this resolution during the year, and of these all but one have been disposed of or are in course of disposal. In the case of one, objection has been taken by a Railway to its consideration by the Standing Committee. It is probably inevitable that in occasional cases there may be a difference of opinion as to the suitability of a particular question for reference to the Standing Committee, and it is always open to any Railway to ask that the question may be considered in full Conference, but there can be no doubt that this procedure greatly facilitates business in most cases and it might be very usefully extended. The practice in the English clearing house (and a similar rule prevails in other countries) is for questions of detail to be reported on by Departmental Committees before the meeting of the admisitrative committee. We have the Loco and Carriage Superintendents' Committee, the Claims Arbitration Committee and the Proposal Tariff Classification Committee, forming standing bodies of experts by whom most of the questions now referred to a Sub-Committee of the Conference might be considered and reported on during the cold weather and thus leave the Conference more time to consider important questions. It is worth considering whether an addition might not be made to resolution No. 134 of last year to authorise the President to refer questions to these Committees for consideration and report to the Conference.

FINANCIAL ASPECTS.

"The usual information as to past expenditure and future estimates is contained in the agenda together with correspondence with the Railway Board with regard to the expenses of the Loco and Carriage Superintendents' Committee. The affiliation of this Committee with the Conference Association carried in resolution No. 91 of 1907 was approved by the Railway Board, and it was not unnaturally understood that this approval also applied to the transfer of the annual grant in force for many years for the expenses of the Committee. But the Railway Board have decreed that the expenses must be met from the existing annual grant for the expenses for the Association. Mr. Sargeant, the Chairman of the Committee, has helped us in our difficulty by reducing his expenses to an amount which we have been able to meet by saving in our own expenditure and the Committees will therefore not have to be cancelled as it was at once feared would be the case.

"The estimate of expenditure for 1910 has been framed in accordance with the Railway Board's orders."

LADY MINTO'S NURSING ASSOCIATION.

Grant to Madras.

(FROM OUR CORRESPONDENT.)

SIMLA, SEPTEMBER 20.

The report of that useful institution, the Lady Minto Nursing Association, for the past four months is issued to-day by Mrs. Jessie B. Davies, Chief Lady Superintendent. Three more English trained Sisters have been engaged, and an additional nurse will shortly be added to the Punjab Staff, thus bringing their number up to thirteen. This branch will have its full complement of fourteen next November. A couple of supernumerary nurses to undertake holiday duty are also to be attached to the Association, their services to be utilised for the benefit of the local branch when not otherwise engaged. The Home branch are also sending out a nurse this month.

The Punjab branch reports two resignations, one Sister having been appointed to the matronship of the Civil Hospital, Moulmein, while another is to be married in November. Captain Ramsay has relieved Major Robertson as Secretary of this branch.

In the United Provinces a new wing has been added to the Naini Tal Home, and four new Sisters have joined this branch. In Eastern Bengal and Assam, the utility of the Jalpaiguri nurses has been extended to cases of sickness in some of the surrounding stations. In Rajputana it has been decided that the Staff shall in future consist of three nurses, one for subscribers, one for Railway cases, and one for both. These will be in addition to the supernumerary nurse, who may be stationed in Ajmer, to be available for duty in any centre, where an extra nurse is required for furlough, or other vacancy.

Regarding Bengal, negotiations with the local authorities are proceeding, with a view to the establishment of a Branch of Lady Minto's Indian Nursing Association, in this Province, possibly with effect from next March.

A grant of Rs. 5,000 has been placed by the Central Committee at the disposal of the Madras Provincial Committee of the Lady Ampthill Nursing Institute, with a prospect of its continuance annually.

THE SHAHABAD MURDERS.

Seven men Sentenced to Death.

(FROM OUR CORRESPONDENT.)

LUCKNOW, SEPTEMBER 20.

The twelve persons, who had been arrested for complicity in the brutal triple murder, which occurred in Shahabad Police Circle in the Hardoi District, were tried last week in the Court of Mr. Labonadiere, District and Sessions Judge.

Mr. Ajit Pershad, of Lucknow, appeared on behalf of the Crown, and Mr. McDowell, also of Lucknow, for the defence.

After a patient hearing of the evidence, and arguments of counsel, the Sessions Judge convicted seven of the accused of the murder of the Sub-Inspector of the Police Station at Shahabad. A Constable and the Sub-Inspector's syce, and the attempted murder of the Sub-Inspector's Brahmin servant and sentenced them to death. Two of the accused were convicted of rioting, attempt at murder and abetment of murder, and sentenced to transportation for life. The remaining three were discharged for want of conclusive proof of their complicity in the crime.

BARRAH DACOITY CASE.

De Sarkar Acquitted.

(FROM OUR CORRESPONDENT.)

DACCA, SEPTEMBER 20.

Iadab Narain De Sarkar who had been put on trial before Mr. G. C. Bonarjee, Additional District Magistrate, Dacca, under Sections 212 and 216 I. P. C. for harbouring and concealing Sashi Bhusan Sarkar, the alleged ring-leader in the Barrah Dacoity case, was acquitted to-day.

THE LATE MR. K. R. CAMA.

Masonic Tribute.

LAST evening a notable Masonic tribute was paid to the memory of the late Rt. Wor. Bro. Khursedji Rustomji Cama, Past Dep. Grand Master, A. S. F. I., at a special meeting of the Grand Lodge, A. S. F. I., at the Freemasons' Hall, when a very large number of Freemasons of both Constitutions were present. The Hall which had been elaborately prepared was draped in black cloth. The M. W. Grand Master, Col. R. H. Forman, presided. The ceremony commenced with the playing of Chopin's "Marche Funebre" by Wor. Bro. Dr. H. C. Venis, after which the Grand Lodge was opened. After an address by the M.W. Grand Master, the hymn, "O God, our help in ages past," was sung, and later the hymn, "When the day of toil is done," followed by the playing of the "Dead March." The two other hymns were—"My God, my Father while I stray" and "Abide with me." A most impressive address was delivered by Wor. Bro. the Rev. F. Cameron, who enlarged on the virtues which should govern the lives of all Freemasons. R. W. Bro. Lieut-Colonel K. R. Kirtikar then delivered the following sonnet:—

When life was young, you had but one desire—
To ceaseless strive with all your youthful might
To lead your race from darkness unto light;
Well braved you then your people's wrathful fire.

Yourself enlighten'd, righteous, firm and pure,
Forgetting self, in view of public weal
O what self-sacrifice did you reveal!
To right the wrong what did you not endure!
Your name and fame, o'er best of mortals' tower;
Kind heart, bright head, soft tongue, strong sterling mind,

Temper serene,—these were your heavenly dower;
Live ever Brother! in our hearts enshrined!
For deep on us you leave your glorious mark,
Kama, our Grand Masonic Patriarch!

A tribute to an old, close and valued friend was paid by R. W. Bro. D. R. Chichgur and R. W. Bro. P. N. Wadia also delivered a sonnet in eulogy of the great sterling worth of the late Brother.

The ceremonies ended with the Grand Master's address in which he summed up the fifty-five years Masonic career of the late Brother and held him up as an example worthy to be followed by all Freemasons. An expression of the regret of Grand Lodge was carried unanimously in solemn silence.

COMING CONGRESS AT LAHORE.

Sir Pherozesha Mehta Elected President.

(FROM OUR CORRESPONDENT.)

MADRAS, SEPTEMBER 20.

The Madras Provincial Congress Committee has resolved unanimously that Sir Pherozeshah Mehta K, C. I. E., be recommended for election by the Reception Committee of the Congress at Lahore as President of the Indian National Congress at the ensuing Sessions at Lahore. The suggestion of the Reception Committee at Lahore to hold the Congress sittings from the 26th to 29th December was accepted.

(FROM OUR CORRESPONDENT.)

LAHORE, SEPTEMBER 20.

The Congress Reception Committee met this afternoon to elect a President for the coming Congress. The Hon'ble Mr. Harkissen Lal presided.

The Secretary explained that all the Provincial Committees, except Bengal and Burma, had nominated Sir Pherozeshah Mehta. Burma had recommended the Hon'ble Mr. Khare, while Bengal had recommended Nawab Mahomed who has expressed his unwillingness to stand. Subsequently they found it stated in the newspapers that Bengal recommended Mr. Surendra Nath Banerjee, but no official intimation of this had been received by the Reception Committee. Ultimately the Committee resolved to accept the nomination of Sir Pherozesha Mehta.

CHARLESTON PROVIDENT CLUB.

Promoters Arrested.

(FROM OUR CORRESPONDENT.)

CALCUTTA, SEPTEMBER 20.

Two sensational arrests were made of two Calcutta men, named Sris Chunder Sircar of Puddaenoker and Charles Swinton D'Costa of Entally, on warrants issued by the Deputy Magistrate of Vizagapatam. In 1904 the accused started the Charleston Club Provident and Death Benefit Fund in Bow Bazar, subsequently removing their office to Dhurramtolla Street and latterly to Russa Road. After the Fund had been started the men, it is alleged, circulated prospectus all over India, Burma and Ceylon showing that the Fund had been registered under Act 3 of 1877 and pointing out the benefits the Fund held out to nominees. The prospectus, it is alleged, also named several well-known Calcutta people as Directors of the Fund and that accounts were held by various Banks in Calcutta and different parts of India, Burma and Ceylon. In consequence of these numerous agents were employed and the Fund began to flourish, the number of subscribers up to date running, it is stated, into many thousands.

Some time ago several of the subscribers in Burma died, but the claims lodged by their respective nominees, it is stated by the police, were never met. Gradually complaints began to be made to the police and enquiries were made at various stages, but apparently without any satisfaction being obtained. A few months ago several claims were made from Vizagapatam and payment being refused of several, the police were again communicated with and as a result of the enquiry conducted by Inspector Frizoni of the Calcutta C.I.D., warrants were granted by the Deputy Magistrate of Vizagaptam on charges of breach of trust and cheating.

Both the men were placed before the Commissioner of Police to-day and Sircar was released on bail, D'Costa who has, it is alleged, several times filed his schedule in the Insolvency Court, was detained in custody where he will be kept until bail is forthcoming. The trial of the two men is fixed for October 4 at Vizagapatam. The amount involved, it is alleged, represents several thousands of rupees and further developments are expected.

WEDDING AT COONOOR.

Clements—Jessop.

(FROM OUR CORRESPONDENT.)

COONOOR, SEPTEMBER 20.

A fashionable military wedding took place this evening at St. George's Church, Wellington when Major R. W. Clements, R. A. M. C., Sanitary Officer, 9th (Secunderabad) Division, led to the alter Mrs. Jessop. The sacred edifice was tastefully decorated with lillies of the valley and flowers of the forest and the Church presented a unique spectacle with officers of various regiments in brilliant uniforms and ladies in charming dresses. The bridegroom was supported by Major Hinge, R. A. M. C. The bride, who was attired in a pale travelling dress and wore a hat to match, was given away by Commander C. S. Hickman R. I. M.

The service was fully choral. Reverend S. O. Piers, M. A., Chaplain officiated, and the couple came out of church and passed through an arch of swords formed by the Officers of the Border Regiment, R. A. M. C., I. M. S. and R. I. M.

A reception was held at Fairlight, the Coonoor residence of Commander and Mrs. Hickman. The health was proposed by Mr. Piers. The couple amidst showers of confetti and rice proceeded to Kotagiri where the honeymoon will be spent.

ESCAPE OF A CONVICT IN CALCUTTA.

No Trace Found.

(FROM OUR CORRESPONDENT.)

CALCUTTA, SEPTEMBER 20.

A daring escape of a convict named Shaik Kalloo was effected from the Presidency Jail this morning. Kalloo, it appears, was working in the garden with other convicts when he was suddenly missed by the warder. A search was made but he could not be found. The Calcutta police were communicated with and outposts were informed, but no tidings of the man have been received.

SIR LAWRENCE JENKINS.

Suffering from Fever.

(FROM OUR CORRESPONDENT).

CALCUTTA, SEPTEMBER 20.

The Chief Justice of Bengal, who was free from fever this morning, has not sufficiently recovered to be able to attend court as yet. His Lordship may attend to-morrow if his progress is satisfactory.

The illness of Mr. Thornhill has proved to be enteric, happily a mild attack. He is progressing well, but in order not to retard a speedy recovery, it is deemed advisable to refuse visitors permission to see him.

MILITARY MATTERS.

The Turkish Army.

AUSTRALIA AND DEFENCE.

(FROM OUR MILITARY CORRESPONDENT.)

LONDON, SEPTEMBER 3.

THE public is following with much interest the work of the Special Commission, appointed by the Turkish Minister for War, to carry out the law as to the revision of military rank passed by both branches of Parliament last July, and sanctioned by an Imperial irade. A ferik (general of division) is, for instance, retrograted to a colonel; a liva (brigadier-general) becomes a lieutenant-colonel; and the public is wondering will all this Draconian purifying pass without protest? The general feeling is that it will not; for it is thought that no less than 1,600 Army officers are affected by the new laws, and 1,000 more in the Navy, in which service there are nearly as many officers as crew. It is, therefore, hardly likely that the new measure will pass without some protest, and it is said that a dengerous agitation has arisen in the Fourth and Fifth Army Corps, and that manifestations of ill-feeling are also shown in the Navy.

The law is undoubtedly of a vindictive nature. Under the old regime the chief passport to rapid promotion was Imperial favour which could always be obtained by espionage. Now, the new Act clearly sets forth that all those who have attained high rank by acting as spies shall be degraded, especially those officers who have been notorious spies. This word "notorious" reveals the nature of the law. It is probable that the late Sultan gave very few of his servants a written diploma of espionage, and public knowledge is now held to be sufficient to show whether any officer was a spy or not. But this public knowledge may be based only on the statements of two or three persons, who may have affirmed that "So-and-so is a spy." This is the chief defect of the new law. Under the old regime an order of the Sultan, perhaps originated by some lying report, was sufficient to discredit an officer; and now the affidavit of a few interested persons, a mere breath of suspicion, may brand an officer as a spy and exclude him from the Army.

CLOWNS AS OFFICERS.

The law is undoubtedly just, in so far as it excludes from the Service those who, although far from being soldiers, have yet attained high rank—actors and musicans in the Sultan's private theatre, pages, and so forth. Even companies of clowns had military rank, though they had never taken part in a single manœuvre: and it is well known that the son of a certain Grand Vizier was a Rear-Admiral at the age of 20, although he could not even navigate a row-boat. An ordinary engineer was made a ship's captain, merely because he succeeded in dismantling in a single night a vessel, the movements of which did not meet with the Imperial approval, and he accomplished his task by the simple process of throwing overboard the most essential parts of the machinery. Such a man is hardly a fit person to command a battleship in a modern fleet.

The law is also just in that it will bring into favour certain officers who were suspected by the late Sultan, and from whom, as a consequence, promotion was withheld.

Attached to the Act is a detailed table, showing exactly how many years of service an officer shall complete in every grade and Army Corps. The table distinguishes between officers who come from the best military schools and those from lower divisions of the Service, awarding rapid promotion in proportion as the officer is well educated. It thus follows that those officers who have advanced too rapidly, thanks to Royal favour, will be reduced, and that those whose promotion has been unjustly retarded will be advanced to their proper grade. There are also special clauses applying to officers who have taken part in a war or who have served in a hostile district, in the Yemen, the provinces, or Baghdad.

EFFECT ON THE SERVICE.

In theory this is quite logical, but in practice it is thought that the Service will suffer by those officers who were hitherto of a high rank being suddenly reduced, and *vice versa*. While it is true that many officers owe their positions to the Imperial favour, there are others who justified this by their personal valour. For instance, Mahmud Chevket, who, starting as a Brigadier-General, became the Commander of an Army Corps, had served many years in the German Army; and Perteff Pasha, who rose to be a Colonel, was, it is said, the soul of the georganisation of the Ottoman Army, and was wounded when accompanying the Japanese troops in Manchuria. It is generally thought that the men appointed Rear-Admirals at the age of 20 should be permitted to hold such posts, even though they secured them by favour.

The Special Commission has begun its work of revision at the top, and in most cases the reduced officers have deemed it their duty to resign. Mahmud Chevket has held meetings in various barracks, to point out to the officers the necessity of submitting to the law. Perteff Pasha, however, appealed to the Chamber, begging the Deputies to take his long service into consideration; but, as his request was refused, he also resigned.

Military tailors are busy making new coats to fit new and less brilliant substitutes; but the great body of soldiers, coarse and uneducated, will have their own views to all these sudden changes. Matter might have been passed over much more quietly if, instead of such a drastic revision, certain superfluous officers had been retired on half-pay, more especially in the Navy. This might have been a heavy drain on the Exchequer, but it would not have given rise to the present spirit of ill-feeling, which is likely to cost the country a great deal more.

AUSTRALIAN DEFENCE.

A Press representative had an interview the other day with Colonel J. F. Foxton, Delegate of the Commonwealth of Australia at the Imperial Defence Conference, who is shortly leaving on his return to Melbourne. Dealing with the results achieved and Australia's share in the defence of the Empire, Colonel Foxton said:—The Conference, in my opinion, been successful in laying the foundations of a system which will gradually expand to such an extent as to ensure the safety of the Empire against attacks from any and every quarter. There is every indication that the Dominions concerned will adopt the recommendations in so far as the latter affect them respectively. It is interesting to note that on the military side the suggestions made are of general applicability throughout the Empire, while those that have been made in connection with the naval aspect of Imperial defence are different in regard to each of the three great oversea Dominions now immediately concerned.

We in Australia, if we adopt the conclusions of the Conference, as I believe we shall, are about to take the most markedly forward step on Imperial naval defence. Hitherto we have been and are still paying to the mother country a subsidy towards the maintenance of the Royal Navy, or, to speak more correctly that portion of it which is stationed in Australian waters. It is now proposed that we should establish a navy of our own, to consist of one armoured cruiser, three unarmoured cruisers, six destroyers, and three submarines to begin with. This will form a fleet unit organised

and equipped on lines similar in all respects to those of the Royal Navy, at an annual cost of something like three-quarters of a million sterling, towards which the Imperial Government will subsidise the Commonwealth in a considerable sum per annum until we are in a position to take upon ourselves the whole burden. The composition of the fleet unit will be such as to afford Australia what, in the opinion of the best naval experts, will be the most effective local protection, both as regards our own shores and our great coastal and other trading routes, while at the same time it will be of such a character as to enable it, if the necessity should arise, to contribute, in a manner entirely in conformity with the views of the Admiralty towards the maintenance of the Empire's supremacy at sea in any part of the world. It will in fact, together with two similar units of the Royal Navy in the China and East Indian stations respectively, form the Pacific Fleet of the Empire. In peace-time it will be under the exclusive control and administration of the Commonwealth Government, while in war-time it will undoubtedly be placed at the disposal of the Admiralty. for it is now generally recognised that for purposes of war the whole naval strength of the Empire must be wielded by one authority.

This position of affairs is, if I am able to gauge the feelings of my countrymen, entirely in accord with Australian sentiment. It will necessarily be some years before we can hope to provide a full complement of fully-trained Australian officers and men for our fleet, and in the meantime we shall have to rely to a considerable extent upon a personnel volunteering from the Royal Navy, and lent to us for service in our ships by the Admiralty, but while this will be a gradually diminishing quantity, it will nevertheless be of immense advantage to us in the years to come, because it will make certain the establishment of the Australian Fleet unit upon a basis that will ensure the highest standard of efficiency and discipline which it will become the pride of Australians to maintain for all time.

FRANCE'S COMMANDER-IN-CHIEF.

General Tremeau was appointed Commander-in-Chief of the French Army on Tuesday evening, after to-day's Cabinet Council. The Military medal, which is to some extent the equivalent of the Victoria Cross, but the peculiarity of which is that it can be conferred only upon soldiers and non-commissioned officers, or upon generals having commanded in chief, was at the same time bestowed upon his predecessor, General de Lacroix. General Tremeau, who was born in 1848, has served throughout in the cavalry, of which he has commanded two divisions. He is accordingly a great believer in the use of mounted troops, and is said to hold that, contrary to some opinions, the importance of cavalry has increased instead of diminishing in the altered tactics of modern warfare. He has consistently and brilliantly carried out his views in his manœuvres, and will doubtless do so again in the Bourbonnais next month, when he will be once more director of the grand manœuvres.

MILITARY INTELLIGENCE

BOMBAY—ARRIVALS, SEPTEMBER 20.—Col. Leader, from England.
Lieut.-Col. Morton, R.E., from England.
Lieut. Vicary, 16th Cav., from England.
Lieut. Ponsonby, West Yorks Regt., from England.
Lieut. Vigors, 9th H. H., from Cawnpore.
Capt. Tancock, 31st Punj., from England.
Capt. Melville, H. H. from Cawnpore.
Major Eubank, R.E., from Peshawar.
2nd Lieut. Garnoer, North Fus., from Ceylon.
Lieut. Wightrick, 21st Punj., from Jhelum.
Capt. Haslam, R.E., from England.
Br.-General, Comdg., Secunderabad Brigade, from England.
Lieut. Loch, 97th D. Inf., from England.
Major Grangir, I.M.S., from Poona.
Lieut.-Col. Nicholson, S. and T. C., from Poona.
Lieut. Fairell, 2nd War. Regt., from Ahmednagar.
Lieut. Woodward, 130th Balu., from Chaman.

DEPARTURES, SEPTEMBER 20.—Lieut. Franstadt, R.E., to England.
Lieut. Vicary, 16th Cavalry, to Simla.
Lieut. Ponsonby, Yorks Regiment, to Kuldana, Murree Hills.
Lieut. Vigors, 9th H. H., to England.
Capt. Melville 9th H. H., to Cawnpore.
Capt. Tandy, R.E., to England.
Capt. Johnson, R.A.M.C., to England.
Lieut.-Col. Morton, R.E., to Ferozepore.
Lieut. Wightrick, 21st Punj., to Aden.
Lieut.-Col. Nicholson, S. and T. C., to England.
Lieut. Farrell, 2nd War Regt., to Ahmednagar.
Lieut.-Col. Fryer, to England.
Major Thomas, Brigade Staff, to Jubbulpore.

(FROM OUR CORRESPONDENT.)

SIMLA, SEPTEMBER 20.

Captains Forsyth and Haslam, Royal Engineers from leave, are posted to Military Works, Poona Division, and Lieutenant North to the Lucknow Division.

Lieutenant J. S. Ward, Rifle Brigade, retires to serve in the Special Reserve.

Colonel Mainwaring, 89th Punjabis, officiates as Assistant Adjutant-General, Burma Division, vice Colonel Colomb on three months' leave.

Lieutenant Phillimore, 99th Deccan Infantry, is appointed to the Supply and Transport Corps, Peshawar Division.

Lieutenant C. E. L. Johnston, Royal Artillery, has been appointed to the Indian Ordnance Department.

The following Army Department postings are notified :—

Colonel St. G. L. Steele to be Assistant Adjutant-General, 1st (Peshawar) Division, vice A. F. Hogge vacated.

Major C. C. Newnham to be Deputy Adjutant General, 9th (Secunderabad) Division vice Major Vallancey deceased.

Captain W. K. Bourne to be Brigade Major, Secunderabad Cavalry Brigade vice Major Newnham.

Captain McEnery, 46th Punjabis and Lieut. Alexander, Somersetshire Light Infanty, to be Supply and Transport Officer.

Captain F. C. Turner, R.E., is posted to the Military Works Services.

Major and Brevet Colonel G. M. Kirkpatrick, R. E., is granted leave for three months' and twenty-nine days' and Brigadier General C. H. Westmorland for three months' and two days.

The following are confirmed as Assistant Commanding Royal-Engineers:—Majors G. S. Cartwright. E L Dunsterville, A. J. H. Swinty, G. M. Duff.

RAILWAY POSTINGS.

(FROM OUR CORRESPONDENT.)

SIMLA, SEPTEMBER 20.

Mr. Morgan, Assistant Engineer, on relief of his duties on the Nagda-Muttra Railway, is transferred to the Oudh and Rohilkhand Railway.

Mr. Briggs, Assistant Engineer, from leave is posted to the Oudh and Rohilkhand Railway.

Mr. Moyle, Chief Engineer, State Railways (on leave), returns from the 24th September, 1909.

THE LATE LAL MOHAN GHOSE.

(FROM OUR CORRESPONDENT.)

CALCUTTA, SEPTEMBER 20.

Before the High Court Vacation Bench today, references were made to the late Lal Mohan Ghose, complimenting the deceased on his public and private work,

BOMBAY PORT TRUST.

Administration Report for the Year, 1908-09.

THE Administration Report of the Bombay Port Trust was issued last evening. From it we take the following extracts:—

In February 1908 when framing the estimates of receipts for the year 1908-09 the Trustees considered it prudent to take account of the disappointing prospects of the ensuing season, owing to the indifferent Monsoon of 1907, and the failure of the later rains in wide areas of Central and Northern India. It was anticipated this would affect the exports of produce, and also tend to restrict some of the items of the import trade. While a falling off in revenue from this cause during the early months of the year was considered probable, it was hoped that, with a favourable monsoon in 1908, the receipts in the later months would, in a measure, compensate for this. The working of the year has proved that the caution observed in framing the estimates was justified. The gross receipts were estimated at Rs. 75,80,400 and the actuals (exclusive of special receipts amounting to Rs. 37,489) aggregated Rs. 76,14,792 being within 0·4 per cent. of the estimates. The receipts were thus less by Rs. 2,37,256 than in the previous year, but in spite of this, the Trustees continued the temporary rebate on the principal items of revenue introduced on 1st April 1907 as follows :—

Dock and Bandar Wharfage charges on Goods—Port Dues on Square-rigged Vessels, Port Dues on Country Craft, Water Supply to Shipping in Docks and Harbour and to Country Craft, Rebate of 20 per cent.

Pilotage Charges on Vessels entering or leaving Port, Rebate of 10 per cent.

The rebate under these heads aggregated Rs. 7,24,997 and the gross receipts were thus reduced to Rs. 68,89,795. The expenditure chargeable to Revenue, including Interest and Sinking Funds, amounted to Rs. 68,09,054, leaving a substantial gross surplus of Rs. 8,05,738, and a net surplus of Rs. 80,741 (after deducting the rebate allowed to the trade) available for transfer to the Revenue Reserve Fund.

The Revenue Receipts exclusive of Special Receipts compare with those of former years as follows :—

Average of three years ending		
Do.	1902-03	Rs. 55,71,081
	1905-06	,, 66,83,588
During the year	1906-07 Rs. 73,07,196	Average
Do.	1907-08 ,, 78,52,048	75,01,345
Do.	1908-09 ,, 76,14,792	

The total expenditure proper of the year amounted to Rs. 68,09,054 which includes Rs. 29,31,190 for Interest and Sinking Fund Charges, and Rs. 2,63,181 for Municipal Taxes.

A summary giving a comparison between the Budget Estimates and Actuals under the main heads of Receipts and Expenditure will be found on page 22 of the accounts.

REVENUE RESERVE FUND.

The net surplus of receipts over expenditure, amounting as already stated to Rs. 80,741, has been appropriated to the Revenue Reserve Fund which now stands as follows:—

Rs. 55,06,435 invested in Public Securities of the par value of Rs. 56,44 807. Rs. 20 Cash awaiting investment. Rs.55,06,455 Total (pages 2 and 3 of the Accounts). Rs. 80,741 Surplus, 1908-09, Total Rs. 55,87,196.

CAPITAL EXPENDITURE.

The expenditure incurred during the year on New Works chargeable to Capital amounted to Rs. 89,44,545, of which Rs. 44,26,296 were spent on the New Docks Works, and Rs. 33,75,327 on the Mazagon-Sewri Reclamation.

DEBENTURE LOAN.

A Debenture Loan for Rs. 75 lakhs, having a currency of 60 years and bearing interest at 4 per cent., was raised during the year for the New Docks Works. Tenders for the Loan, numbering 288, for an aggregate sum of Rs. 79,88,500 were opened on the 27th August 1908. Tenders for the amount of Rs. 75 lakhs were accepted at an average rate of Rs. 96-15-10. This Loan makes the fifth instalment of the Funds required for the Alexandra Wet Dock and Hughes Dry Dock and Rs. 181 lakhs have now been raised. The first three instalments, aggregating Rs. 70 lakhs, were floated at a substantial premium, and, although the instalments of the last two years have been floated at a discount, the average rate at which the whole Rs. 181 lakhs has been floated (inclusive of expenses of stamping, advertising, etc.) is Rs. 99-8-2. At the close of the year the Trustees were in negotiation for the raising of a Sterling Loan in London for other requirements, and the Loan has since been successfully floated.

TOTAL DEBT.

The total debt of the Board at the close of the year amounted to Rs. 7,85,82,487, of which Rs. 3,01,66,811 is due to Government and Rs. 4,84,15,676 is on account of the Foreshore Securities and Debenture Loans. Details are given on page 6 of the accounts.

The cost price of the properties vesting in the Board (pages 8-12 of the accounts) is Rs. 8,37,00,517 from which Rs. 20,14,744 realized from sale of land, plant, etc., has to be deducted, leaving Rs 8,16,85,773. The cost of the old lightship 'Colaba,' the Kennery and Dolphin Light-houses, and certain other properties originally made over to the Trustees by Government free of charge, are not included in this amount, and it also does not take into account the invested funds aggregating about 110 lakhs as under :—

	Rs.
Pilotage Depreciation, Fire Insurance and General Sinking Funds (pages 4, 5, 53, 54 and 55 of the Accounts) ...	30,55,501
Victoria Dock Sinking Fund (page 57)	22,12,456
Revenue Reserve Fund, (par value pages 4 and 5	56,44,827
Total... Rs.	1,09,12,784
Add—Revenue Surplus for 1908 09	80.741
Total... Rs.	1,09,93,525

The total of these funds shows an increase of Rs. 4,56,011 as compared with the total on 31st March 1908.

COMPARISON OF INCOME AND EXPENDITURE.

The income and expenditure of the Board for the past five years compare with the average of the previous five years as follows :—

		Income.	Expenditure.	Surplus.
		Rs.	Rs.	Rs.
Average of 5 years ending	1903-04	58,00,826	54,57,908	3,42,918
During the year	04-05	66,57,690	59,12,047	7,45,588
Do.	05-06	70,79,902	61,61,964	9,17,938
Do.	06 07	74,22,539 (gross)	63,80,669	10,41,870
Do.	07-08	78,83,451	66,52,282	12,31,169
Do.	08-09	76,52,281	68,46,543	8,05,738

The figures are inclusive of special receipts and expenditure.

It has been explained in previous reports that since the purchase of the Foreshore properties in 1879-80, the Trustees have had the control of practically the whole Trade of the Port. The only exceptions are coal and stores imported for the use of the P. and O. and B. I. S. N. Companies and for the G. I. P. and B. B. and C. I. Railways which are landed at the wharves in the possession of those Companies. With the exception principally of Coal, Kerosene Oil, Timber, and Dates, the greater part of the Foreign Trade is dealt with at the Docks. The Coasting Trade carried in square-rigged vessels is also dealt with principally at the Docks, while that carried in country craft goes wholly to the Bandars.

AGGREGATE VALUE OF TRADE OF YEAR.

The Customs returns on the basis of values show the trade of Bombay Port during the year as Rs. 135 1-2 crores (£90,333,000). The decrease as compared with the previous year, exclusive of Government transactions, was nearly 18 1-2 crores or 12 per cent. The present year is a set back from the year 1907-08 which was the best in the decade. Excluding Government transactions the year under report shows an excess in Trade values as compared with 1904-05, 1905-06, 1906-07 and the average for the previous 5 years.

The Port Trust traffic returns show that the Export Trade in the first half of the year declined considerably owing to the unfavourable monsoon of 1907 and failure of the later rains in Central and Northern India. The decrease was nearly 28 per cent. compared with the same period of 1907-08. The decrease was principally in staple items, viz., cotton, oil seeds, cotton seed, and grain. There was also a considerable decrease in Export of manganese ore. During the second half of the year conditions improved, and the decrease in receipts was not maintained. The fluctuations in imports show no specials features and the year's figures can be taken as a whole.

NEW DOCKS WORKS.

The expenditure during the year amounted to Rs. 44,26,296 and the total expenditure up to the 31st March 1909 is Rs. 1,26,42,459 against the last revised estimates of Rs. 3,47,43,159. The contract time for completion of the excavation and masonry is seven years ending 1st June 1911. A review made at the end of the fifth year (31st May 1909) shows that much better progress has been made on the excavation work during the year, but that the progress of the masonry leaves some cause for apprehension that the work may not be completed by the contract time. The dams have been completed and dams A1, A2 and B were kept free of water by pumping. The damage done to dam "C" in June 1908 was made good by February 1909. On March 19th, when the water inside this dam had been lowered to 72·00 T. H. D., a subsidence occurred near the south-west corner and caused a breach. This was repaired and the dam, including the pitching, was completed by the end of May.

The number of men employed on the works varied considerably, the average ranging from 5,800 to 8,300 in more favourable months. This compares well with the previous year when it is remembered that the former figures included the large number of men working for the contractors at Elephanta. The quarries at Elephanta were taken over by the Trustees from the contractors, work on the dams being completed. Portions of the lock gates, machinery, and Dry Dock pumps have already been delivered for erection in Bombay. The proposed arrangements for the Transit Sheds and railway sidings and connections have been submitted to the Bombay Chamber of Commerce, the Railway Companies, and the Fire Insurance Association, for expression of their views on the proposals.

Work on the flag-staff shoal (rock), which has to be removed as part of the Dock works, was pushed on by the means of the Special Ingersoll Drilling Plant purchased for this purpose. The two drilling barges bored 3,364 holes of a total depth of 10,506 feet for blasting over an area of 84,100 square feet and the broken rock was removed by means of dredgers and diving barges. The total quantity of rock lifted by means of dredging was 10,924 tons and by means of diving barges 5,475 cubic feet were removed.

SEDITION AND NATIVE STATES.

Warning from Dewas.

The following warning to the subjects of the Dewas State, Junior Branch, has been issued by His Highness Raja Malhar Rao Baba Saheb Powar of the State :—

I have to furnish the Darbar for wide publicity with my views with regard to the distemper that has taken possession of the minds of some of our countrymen. I have already touched upon this subject and given expression to my sense regarding the same the other day at the club ; but the audience there being very much limited I considered it advisable and desirable to communicate my views and wishes on the subject to as many of the leading members as possible representing all classes of subjects of this State. As I have already said at the club, it has given me an inexpressible delight and satisfaction to observe that the State has at yet been altogether free from the beneful contagion of the deadly distemper of sedition against the benign British Government, which distemper in several of its odious forms more or less troubled some of the neighbouring States as well as many parts of British India too. I am extremely proud to state that this reflects great credit on the subjects of this State, and I earnestly trust that in the future as in the past it will be their constant care as well as the end and aim of their very existence to maintain the same prestige of being true to

TIME-HONOURED TRADITIONS

of this State by remaining loyal and devoted to the paramount power which is the reservoir and the true fountainhead of strength, security and prosperity of this State as of other Native States in India.

The paramount power has every reason to claim justly full gratitude at the hands of every true citizen of India in individual and corporate capacity for the multitudinous blessings it has conferred on India in general by means of a rule which is wise and just in many respects. I do not mean that the subjects in this State are not conscious of the blessings they have been enjoying nor has there at present arisen any special occasion for me here to-day to remind them of the same but it would not be amiss to play engines on our own house when our neighbour's house is on fire. Although, therefore it has been a matter of great pride and satisfaction to me that not a single instance of sedition against the paramount power has as yet occurred anywhere within the territory of this State yet in order to vindicate in future that pride and satisfaction in me, I have to warn all people in this State against inhaling the pernicious doctrines and dangerous designs of theorists and sedition-mongers, which are calculated to run counter to the interest of their own individual selves, to the interest of this State, as well as to that of the country at large. It would reflect utter want of wisdom and even of common sense to suppose that the paramount power is as it were built on a stubble so as to be exploded with bombs, or would vanish by means of dastardly attempts on the lives of even some hundreds of its officials, or by any seditious propagandas and designs; but it must be fully borne in mind that it is firmly founded and established on the good will of those over whose destinies it is ordained by the inscrutible decree of Providence to preside.

Here I cannot but mention that mischief, being always hydra-headed, sedition, which is but a form of it, manifests itself through various forms. For instance it has been a fashion in many parts to distort and degrade all festivities as well as other religious and ceremonial occasions into the so-called political and ultimately

SEDITIOUS MOVEMENTS ;

but I must assure the subjects of this State that by such heterogeneous combination such as that of religion with politics, for instance, neither the cause of one nor that of the other gains, but both suffer, and their original objects is entirely frustrated. I do not mean that every movement—social, religious, political or any other, which is organised for attainment of legitimate ends and is honestly fulfilling its avowed purpose, is seditious and should be suppressed since, for the evolution and development of society, movements in these respects are essential.

What I therefore only mean is that the movement must be regular, rational and honest and not like mischievous and dangerous convulsions of a desperate and discontented being aiming at the destruction of some of the noblest works of God, and thereby inviting his own ruin and retarding, for the time being at least, progress in all departments of civilization, upon which the material prosperity as well as knowledge, wisdom and happiness of society at large primarily depend. Everybody must be fully aware that establishment of peace and consequent security of person and property naturally bringing in their train material prosperity and happiness in general, are, in short, the principal blessings of the British rule in India. Our mother-country is renowned from time immemorial to be the sacred home of true religion and divine philosophy, and it will be readily admitted on all hands that neither our religion nor philosophy can be brought to justify any seditions and malicious preaching or practice calculated to injure any being in any way without offending the Universal Father, the Almighty God, apart from any worldly and material consideration. As true patriotism and self-respect consists in loyally and faithfully discharging our respective duties by maintaining in their brightest lustre the time-honoured prestige and traditions of our revered ancestors, state and mother country at large, I once more urge one and all of the subjects of this State to constantly bear in mind that if in the interest of honour, safety and happiness of their own individual selves as well as of the community in which they live they consider it to be their bounden duty to be loyal and devoted to this State, they are "a fortiori" in duty bound to be loyal and devoted to this paramount power, which is, as I have already said above, the chief source of strength, safety and happiness of all of us.

If any person be ever found acting against the intent and purpose herein expressed the fate that would be in store for him must be clear to him looking to the treatment similar cases are receiving elsewhere.

SPECIMENS of a hitherto unknown fly from New Guinea, with its eyes on the end of horns three-quarters of an inch long have arrived at the Natural History Museum, South Kensington.

THE ETHICS OF SECRET BALLOT.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In the jargon of English self sufficiency—culled, be it remarked, from the very doubtful atmosphere, of the prize-ring—"it is unfair to hit below the belt." With smug and unctuous complacency we, as a people, maintain, in insular and pharasaic superiority, that we are not as other men are, that we "play cricket" and, in general, are immaculate products of evolution who scorn the mean and the underhand. I believe that in the bulk there is a certain amount of justification for this mental attitude and that many men are influenced by this supposed national characteristic. Let us hope so. But even if we allow the widest margin, the fact remains that there is a very considerable learning, and that there are many men who pose as "honourable gentlemen" who do not hesitate to use the secrecy of a ballot-box as a cloak to cover their own cowardice, and as a means to vent their own spiteful animus ; oblivious or indifferent, to the fact that, in so doing, they mark their own unfitness to be entrusted with so great a responsibility, and their lack of even a rudimentary sense of honour.

It may be at once admitted that there are ballots and ballots. No man in his senses would cavil at secrecy in a competitive ballot used as a means for deciding preference in public appointments, Parliamentary, Municipal and the like. There is no personal element in such, no slight, and no insult. But it is a very different matter when ballot is taken, say, for admission into a social club; in such a case, not only is a black-ball an insult to the candidate, but it may well mean social ostracism and the debarring of the individual from association with his own friends and acquaintances. If we weigh the matter for a moment we see how irrational the system is. No gentleman would ever blackball any man unless he knew he was a blackguard, and even then he would go to his proposer and tell him so, rather than insult him also; therefore, all that ballot means is to tie the hands of the gentleman and give power to the unscrupulous. The latter often attempts to dignify, or discount, his action by specious claptrap, e.g., that, he does it in the interests of the club, or because the candidate is socially unfit; the real truth being, that he neither cares a groat for the interest of the club, nor is his protecting care wanted, and that it is because he is socially unfit himself that he persistently spots the bar sinister in others. In short, the old, old story of the mote and the beam. Further, can any reasoning being advance any argument in favour of one man's vote being sufficient to nullify the votes of 6 or 8 other men, and that vote being exercised, ninty-nine times in a hundred, by a man far beneath those who vote "aye?" How is it that this extraordinary and incitional system has attained such a hold in our clubs? I cannot for the life of me, see. The one argument which would hold water in support of secret ballot is bare majority, and yet we persistently ignore this simple logical fact. There are two ways, and only two, by which we can regulate, justifiably, admission into our clubs and other like institutions: the one is "secret" ballot by bare majority, the other is "open" ballot by the responsible committee. In the latter case the majority might well be greater, and dissentients would hesitate if the sense of responsibility was clearly before them, and they had to justify their position, if called upon. In my opinion, the latter is the wiser proceeding, provided that the committee is chosen from amongst the leading men of each section of the community; because, it is conceivable, albeit improbable, that some candidate might be brought forward whose candidature might develop an acutely partisan spirit and thereby do injury to the social amenities of the institution. And will any man maintain that if either one or the other of these methods is adopted the status of the institution will be affected? He may assert it, but he certainly cannot prove it, whereas on the other hand, if there is any weight in that much abused word commonsense, it is just as certain as anything well can be, that the "status quo ante" will remain, and, in reality, be improved upon, in that an "undesirable," who is known to even one as such, will be barred.

But there is a more sordid aspect of the question, to wit the financial one. Clubs, and similar institutions, are not, as a rule, rolling in wealth, nor is an increase of their membership a matter of small consequence, for the very patent reason that access of members brings grist to the mill. It is somewhat frenzied finance then to put it in the power of any individual to injure the prosperity of the institution; and not only that, but to accentuate the situation by doing everything possible to remove his sense of responsibility. There may be some cogent reason for this erudite procedure which I cannot fathom, but to the ordinary man, whose mediocre mentality does not soar to these giddy heights, it appears nothing more nor less than arrant folly. Moreover, when examined further, it is unfair to the creditors of a club. The proof of a pudding is in the eating; and it does not demand any great strain on the imagination to predict the action of those high-souled purists, whose tender consciences compel them to do things repugnant to their stainless sense of honour, were they holders of a large number of debentures. The featherweight of their honour would, indubitably, give way to the deadweight of their pocket.

Of course, it goes without saying that the usual irrational arguments will be forthcoming in answer to my indictment:—"We have a right to say who we will admit into the club, or, surely I should not be compelled to associate with people I do not want to?" And so forth and so on. They are very specious, and at first sight appear even reasonable. In reality, they are egregious nonsense. Who are the "we"? I presume the earnest Pharisees who do the blackballing. And why should the "I" have to associate with any person, just because they happen to be members of the same club? Is he fearful that even breathing the same air may contaminate the spotlessness of his own petty soul, or degrade the sublimity of his immeasurable egoism and snobbish vulgarity? Let me reassure him—it is not possible. Summing the matter up, I say, and I say it emphatically, that no "gentleman" (I use the word in its real meaning, not in its modern colloquial adaptation) would, or could, put a blackball into a ballot box. In my time I have voted many scores of times and I never voted anything but "aye" yet, nor do I mean ever to do so. And farther, if I knew any man, for certain, who did so dastardly a thing, I should turn my back on him, were he my own brother. Whilst this anachronism exists, the line of conduct for "a gentleman" is plain enough. If you don't know the candidate, refrain from voting except in the affirmative, or in answer to the request of his sponsors who guarantee him; if you do know him, and know nothing against him, then vote "aye," or remain neutral if he is a man who, in your opinion, would not be an acquisition ; if, on the contrary, you do know something against him, then be a man and not a cur—go to his sponsors, go to the man himself, and tell them that you disapprove, and that if they force you to it you will record an adverse vote—I venture to assert that were a procedure such as this a canon of club-law, the "gentleman" who suffers from "club conscience" with a discretion, take a back seat. Those whose deeds are darkness, do not encourage the light. "Noblesse oblige," though trite, is wholly commendable—the difficulty lies in the "noblesse."—Yours, etc.,

"TOLERANCE."

THE NAWAB OF SACHIN'S HEIR.

The following telegrams have been received by His Highness the Nawab of Sachin :—

From the Private Secretary to His Excellency the Governor of Bombay. Ganeshkhind, 18th September, 1909.—"His Excellency desires me to send his warmest congratulations on the birth of your son."

From Mr. J.H. Du Boulay, I.C.S., Political Secretary,—Warmest congratulations on birth of your son."

RELEASE OF PREMCHUND KESHOWJEE.

The following telegrams have been sent by the Mangrol Jain Sabha with reference to the release of Seth Premchand Keshowjee :—

From Mangrol Jain Sabha of Bombay to Maharaja Ranjitsinghji, Jamangar:—"Wishing Your Highness long life and prosperity, most hearty thanks for release of our leading member Sheth Premchund Keshowjee."

To Sheth Premchund Kesowjee, Jamanggar. "Hearing your release all overjoyed, most hearty thanks Maharaja Ranjitsinghji."

THE "KILTIES" IN BOMBAY.

Successful Opening Concert.

THE well-known Kilties' Band were given a cordial welcome by Bombay last evening, when they gave their opening concert in the Town Hall. The Kilties are touring through India for the first time, but the reception which they were given on their initial appearance in this city has assured that during their week's visit they will obtain the same success which has attended them at other stations in India, and has made them such a popular institution at home. There can be no doubt that they are an excellent musical combination nicely balanced, well-blended and carefully trained, and their conductor, Mr. Albert Cook, is a musician of experience and unquestioned ability. Yesterday evening they gave a performance of an exacting but well varied programme in a manner which thoroughly justified the reputation which has preceded them. Their audience were most enthusiastic and gave them an encore after almost every item. There is only one unappreciative remark which can be made and that is that the Assembly Room of the Bombay Town Hall has unfortunately too small a space for a band of such power as this and producing such a volume of sound to be heard to the best advantage.

Last night's concert opened with a stirring march "His Majesty" which was given an excellent rendering, and this was followed by the overture to "William Tell." The delightful passages for wood-wind instruments, which this piece contains were expressed with charmingly delicate effect, and the brilliant storm passage was delivered vividly and forcefully. In a cordial encore the band gave an American patrol introducing the 'Maple Leaf,' the Canadian National anthem, and after a second re-call showed that they have some clever whistlers amongst them by their rendering of the "Whistler and his Dog." A bagpipe solo was played by Pipe Major Albert Johnstone, and then followed one of the most enjoyable items of the evening, a brilliantly played cornet solo "Inflamatus" from "Stabat Mater" which was contributed by Mr. Albert Cook. In reply to an encore he and two others of the band, played a difficult "Trio Brilliant" by Herbert. The Clan Johnstone troupe of dancers, a really clever quartette—two men and two girls—danced a Scottish reel and Master Willie Johnstone was very successful in his sword dance. The Kilties Choir gave a pleasant rendering, as a part song, of "Annie Laurie" followed by a humerous piece. "The Bog and the Fish" and the first part of the programme closed with a band piece "Reminiscences of Scotland."

The programme was resumed and a selection "Gems of Bellini" by Godfrey and to an encore the band gave "Valse Lento" from the ballet music to "Sylvia" (Delibeeen). Mr. Herbert Kling played an effective oboe solo "Ave Maria" and the band followed with a spirited rendering of Heller's Tarantella in A flat. An excellent programme concluded with a descriptive military piece "The Cavalry Charge."

The Kilties will give a concert, with change of programme every evening this week and there will be matinees on Wednesday and Saturday.

DEATH OF A BOMBAY MERCHANT.

THE death occurred at his own bungalow, Marine House, Marine Lines, Bombay, on Saturday morning of Mr. Fardunji Framji Karaka, J.P., brother of the late Dossabhoy Framji Karaka, C.S.I., who for many years held high public offices and the esteem of Government especially for his loyal services during the dark days of the Indian Mutiny. The deceased was born in Bombay in 1832, and commenced his business career in connection with the Bombay and French Banks and later was assistant to his brother when he was Collector of Income Tax. When this department was abolished in 1873, he decided to enter commercial life on his own account, and in 1876 started as a coal broker in English and Welsh coal. This was long before the competition commenced between English and Indian coal, and he was not long in establishing a prominent business and earning a fortune as well as a great name for experience and integrity. Since then the local coal trade has gone up by leaps and bounds and with the large increase in the demand for Indian coal, the business of the coal-broker has dwindled, this being so when the deceased retired seven years ago from the business in favour of his two sons, Mr. Jehangir F. Karaka and Behramji F. Karaka, who are now coal contractors to H. M's Navy and other Government departments and prominent coal traders in Bombay.

Of late the deceased had led an easy and retired life. He leaves a widow, the two sons Messrs. Jehangir F. Karaka and Behramji F. Karaka and four daughters. At the Oothiama ceremonies which were performed yesterday, large sums were given away by the family to various charities. During his recent visit to England the deceased became acquainted with the late Sir Curzon-Wyllie and a regular correspondence was kept up between them until Sir Curzon's death.

THE ANTUNG-MUKDEN RAILWAY.

THE Consul-General for Japan, at Shanghai has issued an official statement of the negotiations leading up to the memorandum of the terms of reconstruction for the above railway, which was signed on the 19th August. On China's effort in answer to the note presented to the Japanese Minister at Peking on August 6, to obtain a fresh survey of the line, we have heard elsewhere. On the 10th Baron Ijuin addressed another note to the Chinese Government "pointing out that the proposed change in the location of the line was not only confined to what was necessary for technical considerations, but was in fact based on the result of the joint survey already made by Commissioners of both Governments." In these circumstances there could be no object in repeating a survey that had already been completed ; and "in view of the urgent necessity for the speedy reconstruction of the line" it was considered desirable that China should "at once approve of that portion of the line which had been already surveyed and agreed upon by the Commissioners of both Governments." China replied on the 18th instant ; and while the Consul-General's statement has no information regarding that reply, it claims that the Japanese Government "was justified in assuming that China was fully prepared to recognize the immediate necessity of reconstructing the Antung-Mukden line and that she desired to render all necessary co-operation in carrying out the undertaking." Instructions were accordingly sent, "in consideration of the friendly relations between Japan and China," to Mr. Koike, the Japanese Consul at Mukden, to sign the memorandum with Viceroy Hai Liang and Governor Chang. The terms of the memorandum do not differ materially from what were given in our telegrams on Saturday, the 21st, excepting in the second article which reads as follows :—

Both Japan and China shall recognize and approve the whole line as already surveyed and agreed to by the Commissioners of the two Governments, but the location of that portion of line from Chenhsiatun to Mukden shall remain to be decided by mutual conference between the two countries.

In our telegram the idea of a "mutual conference" was clearly to be inferred although it was not actually stated. In view of the hard fact that Japan deliberately broke off negotiations and decided to put the work of reconstruction in hand without further reference to China, the value of any subsequent agreement is not ostensibly great. At the same time it seems clear that an effort has been made to spare China further mortification where possible. The adoption of the same gauge as on the Peking-Mukden railway, according to our telegrams last week, is in keeping with China's own expressed wish; and the provisio, that the purchase of the land required for the widening is to be negotiated between the two countries, contrasts favourably with the somewhat truculent assertions of the Japanese Press that the authorities "do not anticipate any particular difficulty in the purchase of the necessary land." It remains to be seen what truth there may be in the rumour that China has appealed to the United States to intervene. Even if the latter should feel inclined to take any action, the ground would seem to have been cut away by China's adherence to the memorandum.

THE census of Glasgow unemployed shows that over 18,000 men and 3,000 women are workless, The men's dependants total 25,000, and 50 per cent. are unemployed. A large proportion of the unemployed are skilled artisans.

THE WEATHER.

[BY TELEGRAPH.]

SIMLA, SEPTEMBER 20.

There has been a further increase in the intensity of the depression, which has entered the Indian area from the East of Burma. Its centre is now situated in the neighbourhood of Narayanganj.

The rainfall, associated with it, has been nearly general, moderately heavy in Lower Burma, the South of Upper Burma, the Coast of Eastern Bengal, of Orissa and Bengal Proper. The Arabian Sea monsoon increased in vigour and rainfall commenced on the West Coast of Peninsula. The temperature is low locally in Rajputana, but normal elsewhere. Heavy clouds persists in the regions of rainfall, but skies are clear over the whole of the United Provinces, North Rajputana and extreme North and North-West.

Murgui, Moulmein, Bassein, Monywa and False Point report two inches of rain ; Akyab and Berhampore, three ; Kyaukpyu, Calcutta and Cuttack, one and a half ; Balasore and Ratnagiri, one.

Forecast.—The rainfall is likely to be nearly general in Burma, Bengal (excluding Bihar), North Madras Coast and West Coast, and local on the East of the Central Provinces.

Indian Ocean.—At the Seychelles the conditions remained normal, but at Mauritius and Zanzibar the pressure is now in defect, and at the latter stations winds have become very light and south-easterly, the normal being southerly. Ships' logs show that during the past month, there has been in the equatorial region an area of variable winds such as usually proves prejudicial to the monsoon in India. There have however recently been indications of a gradual improvement.

PROSPECTS IN KATHIAWAR.

(FROM OUR CORRESPONDENT.)

BHOWNAGAR, SEPTEMBER 18.

We have had no rain for the past few days, although clouds appear on and off. The rain that fell at Limbdi recently was very heavy 6in. 25 cents being measured in 50 minutes and five houses collapsed. If it rains at the end of the month, there will be no doubt a bumper harvest otherwise a twelve to fourteen annas crops is assured provided no untoward event happens. However, Mahoowa and Liba Mahals of Bhownagar will yield sixteen annas crops as it is. The following is authentic register of rainfall :—Bhownagar 27in 67cts., Bhownagar Para 24in 27cts, Dhola 18in 90cts, Kunkavav 26in 15cts, Jetalsar 29in 19cts, Junagad 32in 17cts.

RAINFALL IN BOMBAY.

	Espla. In Cts	Byculla nade Fort Colaba. In Cts	In Cts	In Cts
Previously registered	81·80	76·95	89·48	63·07
Monday, 20th Sept.....	0·14	0·28	0·35	0·17
Total.....	81·94	77·23	89·83	63·24
Same date last year	70·20	67·03	65·77	49·57

TELEGRAPHIC WEATHER AND CROP REPORTS, 20TH SEPTEMBER.

Amritsar.—Bright, no sign of rain. Cotton plants showing bolls. Food-grains doing well.

Hansi.—Bright, no sign of rain. All crops doing well.

Mooltan.—Bright, no sign of rain. Fine weather has set in. Cotton picking of first sowing partially begun. Outstanding crops benefiting by fine weather.

Delhi.—Bright, no sign of rain. All crops doing well.

Agra.—Mornings cold and dewy. Cotton plants show bolls rapidly ripening.

Cawnpore.—Bright, no sign of rain. All crops doing well.

Benawar.—Cloudy, but no rain. Cotton plants flourishing and in flower and crop making good progress.

Amraoti.—Seasonable. Crop prospects improving.

Khamgaon.—Mornings cold and dewy. Cotton plants show bolls rapidly ripening and crop making good progress. Food-grains doing well.

Dhulia.—Bright, no sign of rain. Cotton plants want more rain.

Jalgaon.—Cotton plants showing bolls. Food grains and all crops doing well.

Broach.—Bright, no sign of rain. Seasonable. Fine weather has set in. Cotton plants flourishing and healthy. Cotton crop making good progress and accounts satisfactory.

Viramgam.—Fine weather has set in. Cotton plants flourishing.

Wadhwan.—Cloudy, but no rain.

BY THE WAY.

THE FLYING-FIELDS OF ITALY.

Bresoia, where the Italian aviators held their festival, is the ancient Brixia, and is spoken of by Catullus as the mother-town of Verona. In the Middle Ages it was repeatedly taken and retaken by the various Italian tyrants, one of whom, Ezze-[illegible] distinguished himself by his drastic way of [illegible] his enemies. He chained a number of [illegible] in an open field and left them there to perish from hunger. The rising of the town against the Austrians, in 1849, was put down with extreme severity by Marshal Haynau—the marshal whose subsequent horse-whipping by the draymen of Barclay and Perkins's brewery was the cause of an Anglo-Austrian diplomatic incident.

LOPE DE VEGA AND THE CENSOR.

Dramatists pining for the abolition of the Censor may remember with a sigh that on August 26, 1635, died Lope de Vega, the Spanish poet, and "writer of immoral plays," who was never troubled by a Censor. He was the most prolific playwright who ever lived, and produced over 1,800 pieces. The piquant point is that he was never censured by his superiors, though an ecclesiastic and a "familiar of the Inquisition." He has deeply influenced Spanish literature: and yet George Borrow encountered, near Finisterrea learned Alcalde who considered the arid philosopher Jeremy Bentham—whom he called "Baintham"—a greater poet than Lope de Vega.

HEINE AND RAMSGATE.

Apropos of the proposal that the London County Council should affix a plaque to the wall of the house in Craven-street in which Heine lodged on his visit to England in 1827, a writer in "T. P.'s Weekly" contends that if Heine's visit to London is to be commemorated, his visit to Ramsgate ought not to be forgotten, though it would perhaps be impossible, at this distance of time, to identify the lodging-house which gave him shelter. He went down there to recruit his health in June. He fell in love with an Irish girl—she who figures so prominently in the fourth book of the "Reisebilder"; and he even projected a poem of which "Ramsgate" was to have been the title.

LORD AVEBURY AS A PROMISING YOUTH.

Lord Avebury will come across one exhibit of unusual personal interest if he should happen to visit the Darwin Collection now on view at the Natural History Museum, South Kensington. It is, the "Christian World" points out, a letter of Darwin's to Mr. G. R. Waterhouse, of the British Museum, concerning "the eldest son of Sir J. Lubbock, who some day will, I think, be a good and active naturalist." It was Darwin's wish that this promising youth should be proposed for membership of the Entomological Society. The letter is dated 1850, at which time the future Lord Avebury cannot have been more than sixteen years of age.

NEW YORK STOCK EXCHANGE.

Some interesting particulars concerning the New York Stock Exchange, as well as the similar establishments in Paris and Berlin, are given in the current "Scribner." The New York Exchange is limited to one thousand members, governed by a board of governors, consisting of forty members, in addition to the president and treasurer. Seats upon the Exchange are very valuable, selling at the present time for about 80,000dols. (£16,000). A larger volume of business is transacted upon its floor than upon any other exchange in the world, The average annual transactions in stocks amount to more than 15,000,000,000dols., and the average annual transactions in bonds amount to nearly 1,000,000,000dols.

THE BOURSE.

The Paris Stock Exchange, or Bourse, differ very materially from the New York and London Stock Exchanges. It is really a Government institution, limited to seventy members, who, although elected by the governing body, must be approved by the President of the Republic. Memberships have sold as high as 500,000dols. (£100,000). Every member is responsible for the transactions and indebtedness of every other member. They act solely as brokers or agents, and are forbidden by law to deal for their own account or to be interested in any other commercial enterprise. Dealing is generally "for the account," with fortnightly settlements as in London.

THE BERLIN STOCK EXCHANGE.

The Berlin Stock Exchange, or Boerse, again differs materially from the others which have been referred to. It is really an open board of brokers, where anyone may come and for a nominal fee do business, subject to the general laws of Germany. The rules of the Exchange are much less numerous and rigid than those of the other exchanges. Most of the transactions are "for the account," with monthly settlements. As a general rule, margins are not required. There is no regulation as to the rate of commissions. The persons dealing upon the Boerse are not subjected to any scrutiny, and comparatively little control by the Exchange itself.

MARIANNE FARNINGHAM AND THE HIGHER CRITICS.

The late Marianne Farningham spent her later days at Barmouth. The Rev. W. Glandwr Morgan, in a little "brochure," entitled "Marianne Farningham in her Welsh Home," gives interesting reminiscences of his association with Miss Hearn from 1901 till her death. A youthful "supply" one Sunday preached in a Barmouth church when Miss Hearn was in the congregation. He tore and rended the Higher Critics, and, gazing round, said: "If there are any Higher Critics present that morning, I am awfully sorry for you." With the familiar twinkle in her eye, Miss Hearn, relating the incident, said, "It struck me that the Higher Critics would have been very sorry for him."

GOLFER'S ADVICE TO CRICKETERS.

If a mere golfing critic might be allowed to give a word of advice to the cricketers (writes Ernest Lehmann in ("The Bystander,") I should strongly advocate in future Test Match seasons the early selection of the English team. That being done, the team ought then to play several matches with county teams and other selected elevens both before and between their matches against the Australians or South Africans as the case might be. In this way the team would get together, and would have confidence in each other, and we should then have done our best to exercise the "nerve" fiend.

THE FRANKLIN EXPEDITION.

At a time when everyone is thinking of the North Pole, it may not be inappropriate to remind our readers that there exist in Greenwich Hospital some interesting memorials of the ill-fated Franklin expedition. The exhibits show how the expedition was equipped, and there are some of the relics which McClintock's search expedition brought back. Some of these were obtained from the Esquimaux and although there is no reason to suppose that the members of Franklin's expedition were the victims of treachery of the natives, yet there is little doubt that the wreckage of Sir John's ship at King William's Island afforded the people of those desolate shores a rich harvest for some time.

COOKED ACCOUNTS.

Dear Doctor Cook, though critics scoff,
Your tale may very well be true,
And, myth or History, I doff
My hat to you!

Who, reading of those heroes old,
Who stemmed the ice-floes on the 'Fram,'
Knows if the glorious tales they told
Were worth a dam!

Who has the knowledge to get at
Abruzzi or a Shackleton!
What can they, if their tales are pat,
Be tackled on?

It may be you have seen the Pole;
Then all the world will cheer your fame.
If not, yet loud th'applause will roll
In fiction's name.—D. A. in the
"Rangoon Gazette."

BEAUTY AND HYGIENE.

FOR Health, Beauty and Luxury, use the "ALBION MILK and SULPHUR SOAP," which Lady Constance Howard writes,—"Is pleasant to use and whitens and softens the Skin." Also Testimonials from Countess Bathurst, Lady White, Viscountess Exmouth, Lady Dorothy Nevill and many others. Delicately perfumed. Warning:—When buying the "Albion Milk and Sulphur Soap" see that the Name and Figure head of "Albion" are on the wrapper. Sold by Chemists, Grocers, etc.

THE TWO SERVICES.

Now that we are within measurable distance of the launching dates of the battleship "Neptune" at Portsmouth and the world's record cruiser "Indefatigable" at Devonport, interest in the question of the "super" ships of these respective classes becomes intensified. That we are on the eve of a further development in naval construction admits of no possible doubt; at the same time it is unreasonable to assume that either of these ships will mark a great advance upon their immediate predecessors. The next important step in the design of British warships will not be witnessed until the four battleships are laid down next April. There is already a good deal of conjecture as to the characteristics of these vessels, but no surprise will be felt if their displacement amounts to 26,000 tons and they are armed with ten 13.5-inch guns in association with a more powerful anti-torpedo armament than has hitherto been provided for, in order to keep pace with the ever-increasing menace of the destroyers which are being added to foreign fleets, and to push back the effective range of the latest type of torpedo.

CANADA AND THE NEW SCHEME.

The State document which has been promised with reference to the naval arrangements which have been entered into provisionally between the Imperial Government and the self-governing Colonies will, no doubt, clear up many points which the Prime Minister's brief statement only lightly touched upon. There is, for instance, the important question of the terms upon which the Royal Dockyards at Halifax and Esquimalt are to be transferred to the Canadian Government. These once useful establishments have been dormant for some years, but it must be remembered that vast sums of money have been laid out upon them, and in justice to British taxpayers this outlay has, it is hoped, been adequately recognised in the conditions by which these dockyards are to be handed over and maintained in future by the Canadian Government. The public will look to the Imperial authorities to be just in the first place to British interests, especially having regard to the fact that Canada has decided to solve the naval problem in a manner which does not wholly commend itself to Imperialists.

BIG GUNS FOR BRITISH BATTLESHIPS.

It is remarkable that, although an announcement has been made that the contract for the guns and their mountings for the "Dreadnoughts" to be laid down this autumn has been given out, yet so far it has not been definitely stated what the calibre of the primary armament of these ships is to be. It may be that it is not the intention of the authorities to make this information public; and yet it is futile to try and conceal a matter of this sort from the intelligence departments of foreign countries, since the weapons are to be made by private firms, whose works are watched by spies every day of the year, even if spies do not form part of the casual labour employed from hour to hour. America openly discloses the fact that 14-in. guns are being manufactured for trial in that country and if they prove a success it is well known that they will form the primary armament of projected 30,000 ton battleships. In British naval circles it is expected that 13·5-in. guns will be mounted in the capital ships of our Navy whose keel-plates have yet to be laid; for to-day the race in effective guns is quite as keen as in building unsinkable hulls, and the Mistress of the Sea dare not be left behind in such a competition. Trials with a 13·5-in. gun of modern make have been carried out by one of our best firms of gun manufacturers; and although some slight faults were reported at the time, these must have been remedied before now, and the advent of a weapon of this description is confidently anticipated in British naval armaments at an early date.

THE MORAL OF THE MAURETANIA'S FEAT.

The extraordinary and splendid feat of the "Mauretania" in landing letters in England less than five days old from New York, and the excellent railway arrangements that made it possible to have these letters in the hands of the postal authorities in London before the fifth day had actually expired, is an object-lesson in the possibilities of Imperial combination. By the time the Empire possesses a common Army ready for common work it may be taken for granted that we shall likewise possess maritime means of landing soldiers in the United Kingdom from Canada in less than four days. What this will mean in times of stress and strain is obvious, especially when it is remembered that vessels like the "Mauretania" carry an armament of six-inch and lighter quick-firing guns of the latest pattern and so, with the heels to run and the guns to fight, they would only succumb to one of the "Dreadnought" type of cruiser. That our enemies will not have sufficient of this class of cruiser to detach from their main fleet for commerce-destroying while our own main fleet exists in home waters or strength on foreign coasts in the arena of operations is also certain. If, therefore, we continue to lead the world in speed and capacity in large liners, the policy of mutual assistance adopted by the recent conference of naval and military forces of the Empire becomes a very practical and operative system of Imperial defence forthwith; since the Mauretania has shown how quickly she and her sisters can transport help to the danger spot when it is needed. Ships of this sort are as necessary to the completion of the military combination as Colonial "Dreadnought" cruisers are to effective naval union.

THE STRATEGIC RECONNAISSANCE.

The strategic reconnaissance which formed the prelude to the cavalry manœuvres of the year proved to be a well-thought-out and instructive exercise. The conditions were, as far as can ever be the case in peace time, those that would obtain on service and when the two half-divisions started the general direction only of each other's whereabouts was known being indicated by the conditions and limitations of the General and Special Ideas. Speaking generally, the result may be said to have shown that, although the exercise was carried out in accordance with the principles laid down, more practice was required in the art of obtaining information and in quickly sending it back. The matter is by no means as easy as might might be supposed to be the case, and it is to be feared that the attention it deserves has not hitherto been paid to it but the deficiencies of our education in this respect having now been recognised, it may be assumed that in the future a reconnaissance on a large scale will find a permanent place in our manœuvre schemes. Protective reconnaissance, on the other hand, would appear, judging by the results to be far better understood, and no fault could be found with the way in which the operations were generally conducted nor with the keenness displayed by all ranks. The only practicable criticism must be that the strategic patrols failed on the whole to obtain as much information as to the whereabouts and doings of the enemy as their respective commanders would have liked them to do, and for this want of practice was primarily responsible.

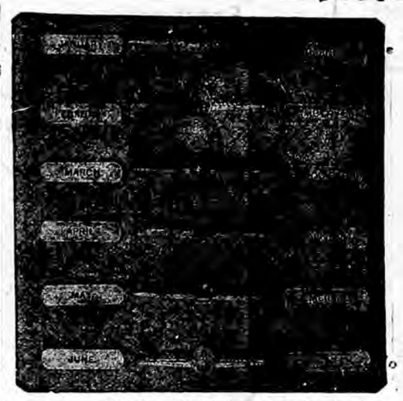
WIRELESS TELEGRAPH FAILS.

The failure of the wireless telegraphy was somewhat unexpected. A year ago, in a reconnaissance carried out by the Household Cavalry, its employment was considered quite successful and it seemed as if many problems connected with the despatch to the rear of information from the patrols were likely to be solved. It is probable, therefore, that the apparent breakdown was only of a temporary nature, for which some excellent technical reason will be forthcoming. It is understood that an improved equipment is expected from Woolwich which will give a further distance over which messages may be sent, and it is asserted though we know not with what truth that the recent use by the Territoral Engineers of the instruments employed has not tended to improve these latter. But in any case it would appear that further mobility is required from the pack stations. They must be able to keep up with contact squadrons, which at present, judging by what took place recently, they are unable to do.

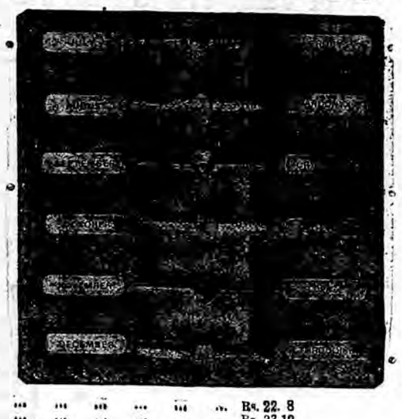
LORD KITCHENER'S APPOINTMENT.

There is, we suppose, no reason to disguise the fact that Lord Kicthener's appointment at Malta will be of a waiting character. He will be filling time, pending the falling vacant of the office of Chief of the General Staff on the Army Council, unless, as a result of the recent conference, the Imperial General Staff should come into existence in a more practical form and he should be its chief. At the present time the latter post or office is, we believe filled by Sir William Nicholson. At present the authorities do not want Lord Kitchener at home, and he is not particularly wishful to come home. As to his duties of command extending to the Cape and Pretoria, as well presumably to some places on the West Coast, the proposition is an absurdity. All his plans of concentration could be arranged as well in London at Malta. Mr. Haldane says it is of importance fos the various sub-divisions of the problem of Imperial Defence to be studied on the spot by officers of high standing and wide experience.

LUCKY MONTH STONE BROOCHES.



T 01611. Jointed Pins, plain or hammered ... ... Rs. 22. 8
Emerald, or Ruby Sapphire ... ... Rs. 33.12



T 1653 Amethyst and Pearls Rs. 37-8.

S 3038. Earrings, Pearls, and Olivines. Rs. 72 pair.

T 0441 Opal half hoop Rs. 75.

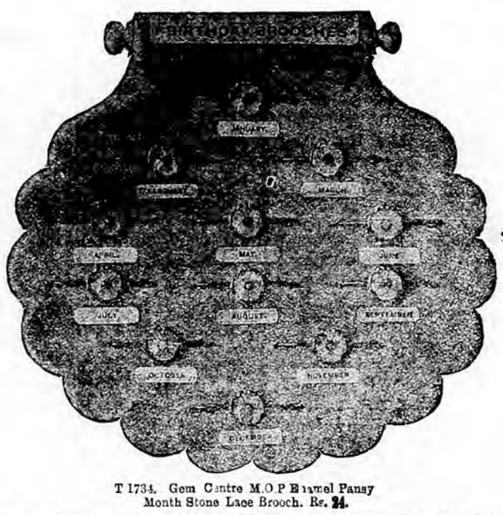
T 0462. Pearls. Rs. 63. Turquoise. Rs. 52-8.

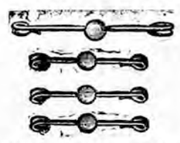
S 1121, 13-carat, Pearls. Rs. 83-8.

T 329. Turquoise or Pearl, Rs. 28-8.

S 2483. Locket, Rs. 21.

T 1453. Pearl and Gold Bow, Rs. 51-8.





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Mar.	...	Bloodstone
Apl.	...	... Sapphire
May.	...	... Emerald
June	...	... Agate
July	...	Ruby
Aug.	...	... Sardonyx
Sept.	...	... Chrysolite
Oct.	...	... Opal
Nov.	...	Topaz
Dec.	...	... Turquoise

T 1734. Gem Centre M.O.P Enamel Pansy Month Stone Lace Brooch. Rs. 24.

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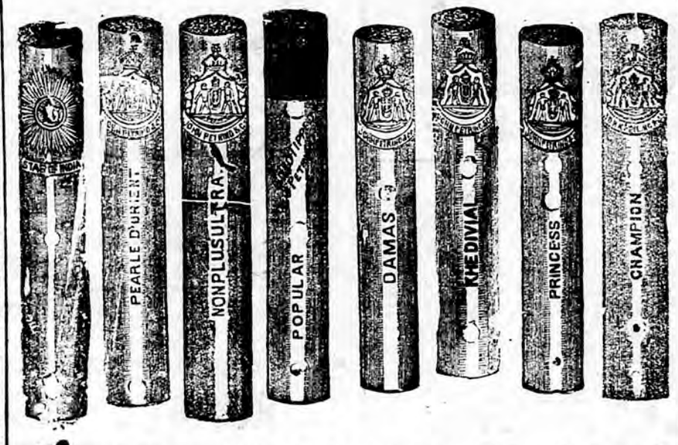

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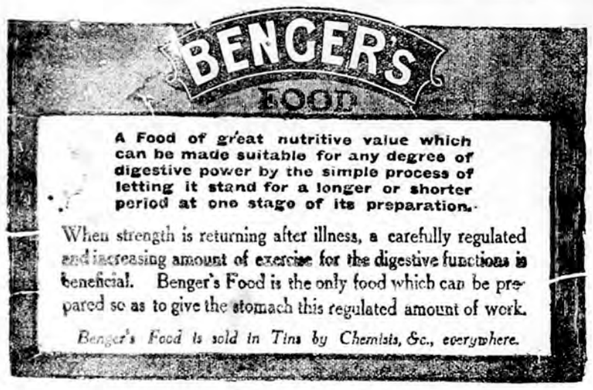

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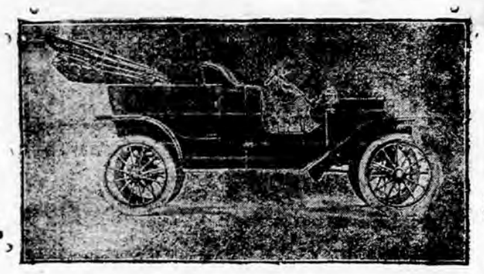

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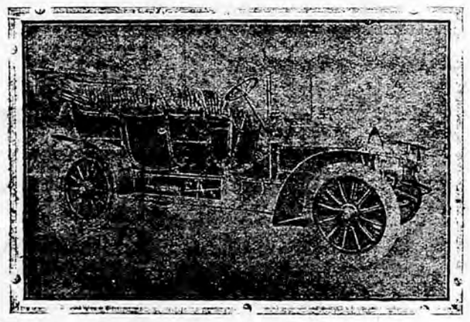

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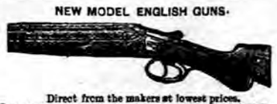

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